

GRAIN & FEED JOURNALS

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A Merger of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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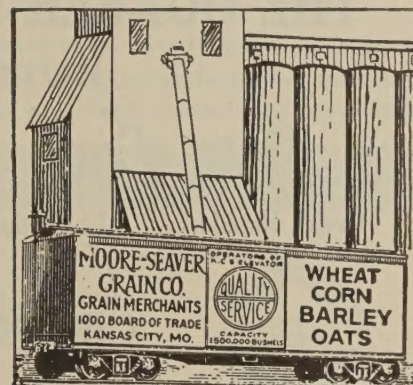
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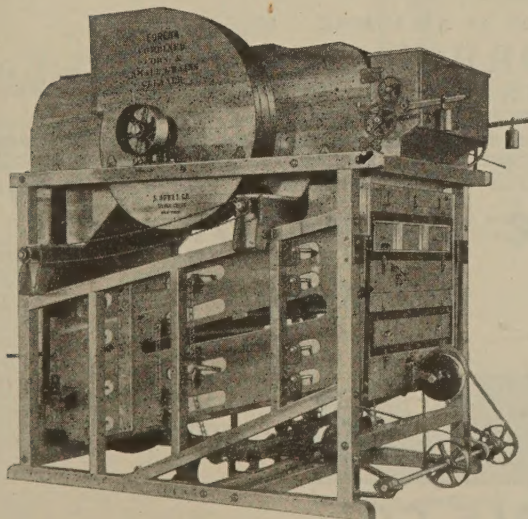
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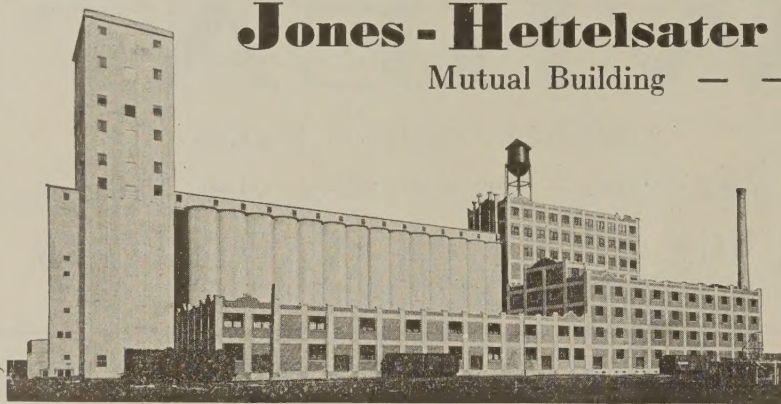
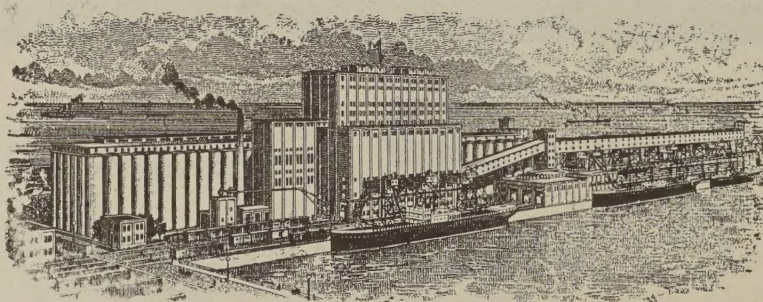
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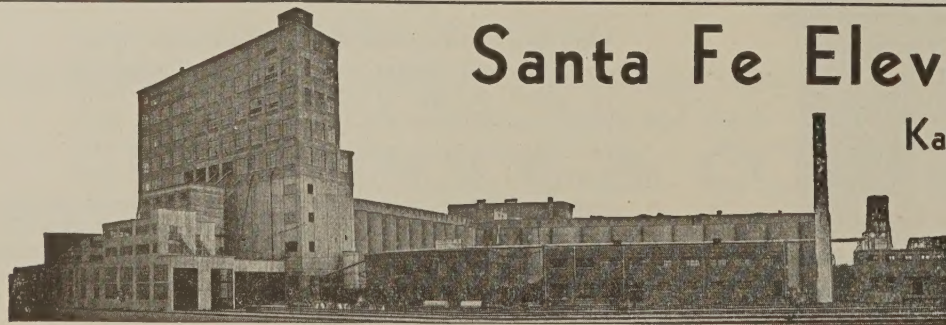
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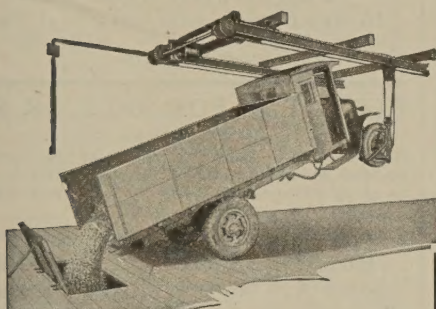
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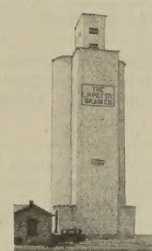
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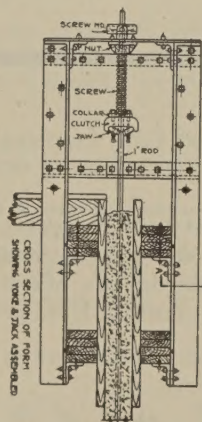
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THE GREENTOWN ELEVATOR, Greentown, Indiana, for sale; 23,000 bus. cribbed storage; good town of 900 population; in the heart of Indiana's grain producing section; 50 square miles legitimate territory. For price and particulars see O. F. Brewer, Tipton, Indiana.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

NO. CENTRAL ILL.—30,000 bu. modern reinforced concrete elevator for sale on private land served by C. & N. W. R. R. Coal sheds and room for other sidelines. A prosperous business in 300,000 bu. corn and oats territory. Good schools. Owner wishes to retire. Write 76F1, Grain & Feed Journals, Chicago, Ill.

COLORADO—8000 bu. capacity grain elevator, warehouses and coal sheds for sale. Equipped for grinding grain, cleaning and storing beans. A good wholesale and retail business in the Platte Valley Agricultural and cattle feeding district. Located at a junction point of the U. P. R. R. at La Salle. C. S. Boulter, Manager, La Salle Elevator Co., La Salle, Colo.

MONTANA—100,000 bu. steel tank elevator in good town, best valley in state for small grains; main line of N. P. Ry.; pneumatic truck lift, feed roller N. & M. 12x24, two 150 bu. Fairbanks hopper scales, 40 H.P. electric motor; reasonable rates, ample power for full load, including roller; all ready to go on fall crops; best moisture in years. Write 76J10, Grain & Feed Journals, Chicago, Ill.

ELEVATORS WANTED

WANT TO RENT Illinois elvtr.; give terms, capacity and description of what you have. Write 76H5 Grain & Feed Journals, Chicago, Ill.

A 100,000 TO 200,000 bushel elevator wanted, located in good barley section of Montana, Minnesota or Wisconsin. Write 76G13, Grain & Feed Journals, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

ELEVATOR FOR RENT

TO RENT—Only grain elevator at Randolph, Wis. on Milwaukee R. R. Write Box 483 or Phone 84X3, Randolph, Wis.

ELEVATOR FOR SALE OR RENT

FOR SALE OR TRADE for land, elevator, bin and corn crib; capacity of the three, 31,000 bus. A feed grinder and feed mixer could be added to good advantage. Address Lock Box 115, New Philadelphia, Illinois.

BUSINESS OPPORTUNITIES

DON'T BUY AN ELEVATOR. Twice as much profit—half the investment buys Coal Yard, booming Mich. city, 40,000. Est. 20 yrs. Investigation invited. Safe investment; steady profits. Address 76J14, Grain & Feed Journals, Chicago, Ill.

HELP WANTED

MANAGER WANTED for country grain elevator; coal, lumber business. No city. Only applicants N. Ill. considered. Holcomb-Dutton Lumber Co., Sycamore, Ill.

MACHINERY SALESMAN WANTED

Old established firm manufacturing complete line needs salesman. Write 76J12, Grain & Feed Journals, Chicago, Ill.

AN OPPORTUNITY—Among your acquaintances there may be a man with selling experience, honest and reliable, who would appreciate a steady, well-paying position. We have several good territories available. If you know a clean, fair dealing salesman, one whose every statement can be depended upon, please have him write us. We will appreciate your kindness and you may help someone secure a worth while position. Prater Pulverizer Co., 1829 South 55th ave., Chicago, Ill.

KEEP POSTED

GRAIN & FEED JOURNALS CONSOLIDATED

332 So. La Salle St., Chicago

A consolidation of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter.

Gentlemen:—In order to keep you posted regarding what is going on in the grain and feed trades outside our office, please send us the *Grain & Feed Journals* twice each month. Enclosed find Two Dollars for one year.

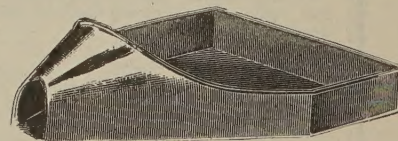
Name of Firm

Capacity of Elevator

Post Office

State

SAMPLE PANS



Formed by bending sheet aluminum, reinforced around top edge with copper wire. Strong, light, durable. The dull, non-reflecting surface of aluminum will not rust or tarnish; assists users to judge of the color and to detect impurities.

Grain Size, 2½x12x1½", \$2.00; Seed Size, 1½x9x11", \$1.65, at Chicago.

GRAIN & FEED JOURNALS

Consolidated
332 So. La Salle St., Chicago, Ill.

MACHINES FOR SALE

CORN CUTTER & Grader—has motor—used very little. 76D6 Grain & Feed Jnrls., Chicago.

GOOD USED SPROUT Waldron ear corn crusher for sale. Hilbert Elevator, Hilbert, Wis.

FEED MIXER—one ton—floor level feed—has motor—good as new. Write 76D8 Grain & Feed Journals, Chicago, Ill.

FEED MIXER for sale, has motor, and a late machine. Need space. Will sacrifice. Write 76D5 Grain & Feed Journals, Chicago, Ill.

HAMMER MILL with 25-h.p. motor and all attachments. Priced to sell. Write 76D7 Grain & Feed Journals, Chicago, Ill.

HAMMER MILL with direct-connected 50-h.p. motor, piping and meal collector complete; excellent condition. Also 50-bu. cap. oat huller. Cedar Falls Mills, Cedar Falls, Iowa.

FOR SALE—Used 4 bu. Richardson Automatic Scale; one McMillin Truck Hoist; one ton vertical mixer; Dreadnaught Corn Crusher; all in A-1 condition. John G. Troester, 710 S. Ohio Ave., Sidney, Ohio.

DREADNAUGHT CORN crusher for sale, 24" Dreadnaught attrition mill with 40-h.p. Howell motor, two elevator legs 20 ft. over all, one 7½-h.p. Fairbanks Morse motor. Kawkawlin Bean & Grain Co., Kawkawlin, Mich.

FOR SALE—1 Sprout-Waldron, size 1, Cutter & Grader, complete with aspirating equipment; one 400 to 600 bu. combined sheller & boot; one 10 h.p. 60-3-200 motor with starter; all A-1 condition. John G. Troester, 710 S. Ohio Av. Sidney, O.

BARGAINS FOR QUICK SALE—Invincible Receiving Grain Cleaner, Monitor Oat Clipper and Cleaner; also Sidney Corn Sheller and Cleaner. All first class condition. The Ackerman Co., Lima, Ohio.

FOR SALE—Used Scales, 6 ton, 10 ton, 15 ton and 20 ton truck scales; 40 h.p. JB Direct Connected hammer mill; Papec and other used hammer mills; feed mixers; 50 h.p. type "Y" Fairbanks-Morse engine; used elevators; No. 4 Monitor Cleaner; Triumph sheller. Send us your inquiries. The Sidney Grain Mach. Co., Sidney, O.

MACHINERY BARGAINS

1, No. 3 JB hammer mill, nearly new; No. 40 Blue Streak hammer mill; 50 h.p. motor driven hammer mill; 20" Monarch motor driven attrition mill. All makes and sizes attrition mills. Gruendler batch mixer. Invincible; Eureka and Clipper grain cleaners. Elvtrs., pulleys, shafting. Everything for the feed mill and elvtr. Write your wants. A. D. Hughes Co., Wayland, Mich.

SCALES WANTED

GOOD USED 10 or 15 ton wagon or truck scale wanted. State particulars and price. W. C. Ulmer, Marion, Ohio.

WANTED—10 to 15 ton, 20 ft. platform or larger; 250 bus. hopper scale. State full particulars. C. P. Wilson, Ltd., Box 325, Edmonton, Alta.

SCALES FOR SALE

TRUCK SCALES, Fairbanks, type registering beam, good condition. 500 bu. hopper scale. W. W. Pearson, Reynolds, Ind.

FOR SALE—1 15 ton 18x9 Fairbanks type S dump scale with steel; 1 10 ton 16x8 Fairbanks, shop overhauled, guaranteed like new; each A-1 condition with recording beam. Dillon Scale Repair Co., 2014 N. Lamar St., Dallas, Texas.

STANDARDIZED Grain Testing outfit for sale, similar Fairbanks No. 11192; rebuilt, but will guarantee as good and accurate as new. \$50 f.o.b. Dallas. The Dillon Scale Repair Co., 2014 N. Lamar St., Dallas, Tex.

MACHINES WANTED

USED 8-IN. MAGNETIC separator wanted to connect with high line. Write Hilbert Elevator, Hilbert, Wis.

BLUE STREAK 15 or 20-h.p. hammer mill with magnetic separator wanted, rebuilt, in first class condition. Kawkawlin Bean & Grain Co., Kawkawlin, Mich.

NO NEED FOR FORMALITIES—You don't need an introduction to Journal Want-Ads. They will help you without, whatever your problems may be.

MOTORS FOR SALE

ELECTRIC MOTORS, Generators, Air Compressors, engines, pumps, all makes, types and sizes. All completely rebuilt, One Year Guaranteed and attractively priced. Write us on your requirements. Rockford Electric Equipment Co., 728 South Wyman St., Rockford, Illinois.

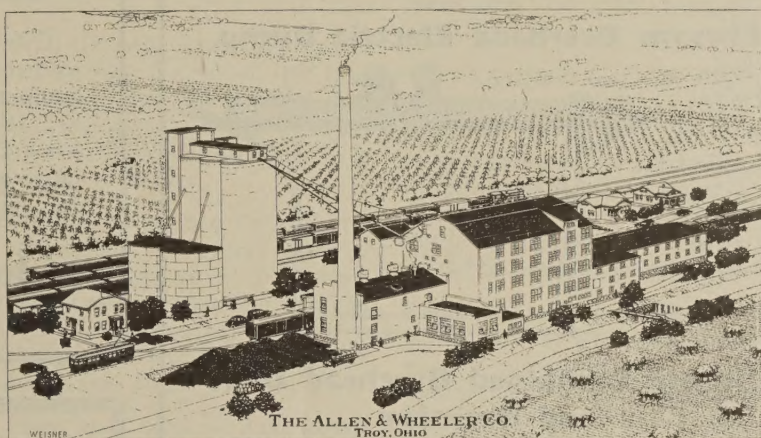
SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size 4½x7 inches. Have limited supply to sell at \$2.35 per hundred or 500, \$10.00 plus postage. Sample mailed on request. Grain & Feed Journals, 332 S. La Salle St., Chicago, Ill.

RAT EXTERMINATOR

RAT LUNCHES—Kills rats and mice without poison. Ready to use. Just lay them out. Endorsed by agricultural authorities. \$1 large package—\$3.50 a carton prepaid. Salesmen-Distributors wanted. Rat Lunches Co., Carroll, Ia.

On the other end of the Journal's "Wanted—For Sale" columns you will find 9,000 grain dealers anxious to know what you have for them.



An Unusual Opportunity

Exists in the discontinuance by The Allen & Wheeler Company of its 90-year-old milling business, for parties requiring exceptionally attractive flour, feed and grain, production storage and distribution facilities. Strategically located to efficiently serve the 15 Central and Eastern States holding half the nation's population, the Southeast, the West Indies, and the United Kingdom, where its products now are and have been well and favorably received for 50 years.

The plant comprises a 600-barrel Wolf mill, 1,500-bushel Nordyke corn meal mill, storage for 6,000 barrels flour and 500 tons feed, 225,000-bushel concrete-steel grain elevator, in the heart of the Miami River Valley, long famous for its high flavored soft red wheat.

Broad and favorable grain and milling in transit privileges. Three great trunk line railroad systems afford quick deliveries. State and national highway trucking routes reach large consuming section overnight.

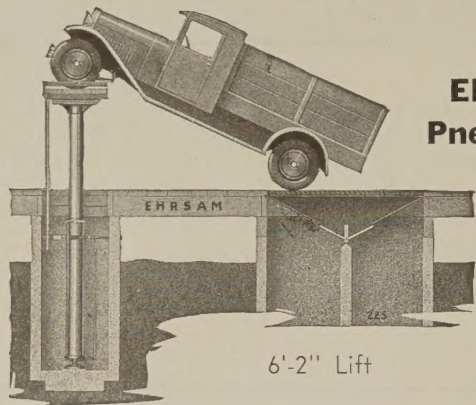
Whole plant designed and built to house 600-barrel additional unit, and highly efficient steam power requires no change for doubling capacity.

This mill has advantage of country location, low tax rates, freedom from labor troubles, nine company houses for heads of crew. Our established and popular flour, feeds and corn goods brands with abundant good will over large territory go with the plant.

FOR INFORMATION WRITE OR WIRE

The ALLEN & WHEELER CO.
TROY, OHIO

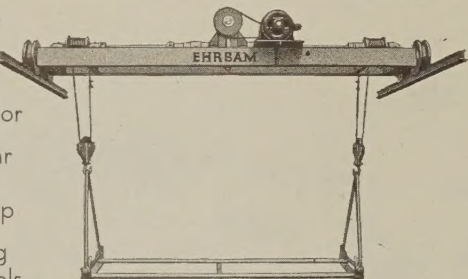
EHRSAM Grain Elevator Equipment



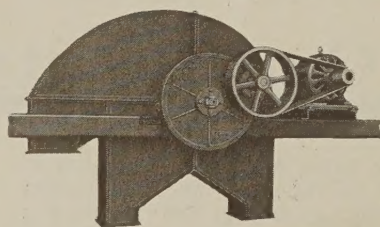
**Ehrsam
Pneumatic
Auto
Truck
and
Wagon
Dump**

Ehrsam Overhead Electric Dump

Extra
Heavy
Construction
3 H. P. Motor
Worm Gear
Drive
Cannot Drop
Ball-Bearing
Track Wheels



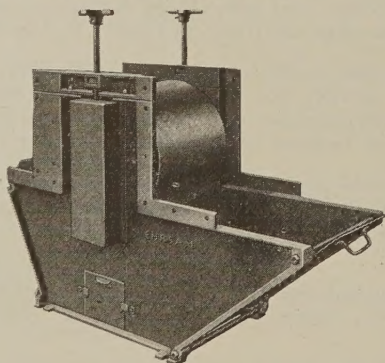
Ehrsam Combined Overhead Drive and Backstop



Spur Gear
Reducer
V Belt Drive
Roller Bearings
Differential
Brake Backstop

Ehrsam Roller-Bearing Boot

Non Choking
Automatic
Takeup
Timken Roller
Bearings
Grease
Only at Long
Intervals



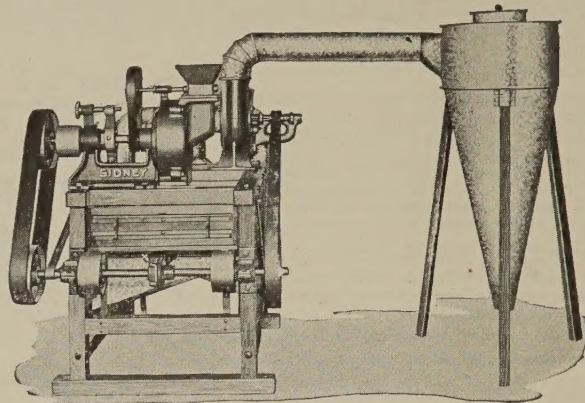
Everything for the Country and Terminal Elevator

Write for Literature

The J. B. EHR SAM & SONS MFG. CO.
ENTERPRISE, KANSAS

Chicago Sales Representative
W. H. Kent, 549 W. Washington Blvd.

SIDNEY Improved Corn Cracker



Every custom grinder and mixer of feed can materially increase his business if his plant is equipped with an efficient corn cracker and grader. It is easy to build up a demand for its product. The Sidney Corn Cracker and Grader is the latest advance in this type of equipment. Ask us for detailed information.

Sidney Grain Machinery Co.
SIDNEY, OHIO

THE Lightning Season IS HERE

IT IS NOT YET TOO LATE TO
EQUIP YOUR PROPERTY WITH
LIGHTNING PROTECTION

SAVINGS IN COST OF INSURANCE
WILL USUALLY PAY FOR AN
INSTALLATION IN A
SHORT TIME

Ask Your "Mill Mutual" Insurance Office
for Full Particulars

Mutual Fire Prevention Bureau

Department of
Association of Mill and Elevator Mutual
Insurance Companies

230 East Ohio Street
Chicago, Illinois

GRAIN & FEED JOURNALS

INCORPORATED

332 S. La Salle St., Chicago, Ill., U.S.A.

Charles S. Clark, Manager

A merger of

GRAIN DEALERS JOURNAL
Established 1898

AMERICAN ELEVATOR &
GRAIN TRADE
Established 1882

THE GRAIN WORLD
Established 1928

PRICE CURRENT - GRAIN REPORTER
Established 1844

Published on the second and fourth Wednesdays of each month in the interests of better business methods for progressive wholesale dealers in grain, feed and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States, Canada and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, \$2.00; single copy current issue, 25c.

To Foreign Countries, prepaid, one year, \$3.00.

THE ADVERTISING value of the Grain & Feed Journals Consolidated as a medium for reaching progressive grain, feed and field seed dealers and elevator operators is unquestioned.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, ILL., MAY 27, 1936

COMPENSATION insurance is a most pleasing protection against heavy liabilities for injuries to others resulting from unexpected accidents in your elevator.

RECENT RAINS have greatly improved the condition of the growing crops throughout the grain belt and the pessimistic members of the Crop Killers Union have gone fishing.

ONE UNMISTAKABLE evidence of the grain dealers' increasing confidence in the coming of better business is the unusual activity in repairing, remodeling, enlarging and rejuvenation of grain handling facilities.

THE DECLINE in our export flour trade is given as the reason for the Sparks Milling Co. of Alton and Terre Haute dissolving the company and liquidating its assets. After 80 years of successful milling, this dissolution serves as a sharp rebuke to the autocratic business regulators.

A REPORT on the acreage and condition of grain growing in your section would be greatly appreciated.

WHEN you fail to find grain trade information wanted, write to our Information Bureau; the service is free.

MANY pressing problems worrying the grain dealers of the land are discussed in reports of the conventions published in this number.

TRUCKERS have experienced so little difficulty in disposing of corn, some have developed a weakness for visiting isolated cribs in the absence of owners.

THE 1936 crop will soon be moving to market even though the procrastinating elevator operator has not yet put his house in order to handle grain efficiently.

THE ANTI-CHAIN store bills pending in Congress may, if enacted into law, drive out some of the retail stores now serving the consumers on a narrow margin, but are not likely to interfere with the line elevator company.

CANCELLATION of the federal tax on sales of grain for future delivery would reduce the expense of marketing farm products and increase the returns to producers. Taxing buyers out of the public markets helps no one, but the tax helps to shrink the market.

THAT there have been no dust explosions in grain handling plants for several months past should not lull elevator operators into a false sense of immunity. Eternal vigilance is the price of safety, and every effort should be made to keep the plant free of dust at all times.

ATTENDING trade conventions and conferences not only helps every grain dealer to gain a clearer understanding of all problems confronting grain merchants, but also helps to establish and maintain friendly relations with brother dealers. A wider horizon is always sure to develop a broader vision.

FEDERAL COORDINATOR of Transportation, Jos. B. Eastman will be out of a job June 16 unless Congress develops a strong desire for more of his dreamland proposals and extends the life of his useless position. Funny how much more the meddling politicians know about our transportation problems than men who have devoted their lives to railroading.

WHEAT is grown to sell the government of France discovered when it relaxed its control; and more recently the government of Spain has come to the same conclusion, when the farmers it sought to benefit thanklessly grew more wheat to sell to the government. All that remains of the Spanish control is a regulation that millers carry a month's supply of product.

TALES of alleged overbidding by a competitor are readily refuted by the dealer who has already cultivated friendly relations with that same competitor, who when called on the 'phone will brand the price booster as a prevaricator.

OATS are gradually working into a position marketwise where the dealer in the country who contemplates storing the new crop can buy the July or September delivery against a sale at the same time of the December future on the Board of Trade.

TAXPAYERS should have no reason to regret the unanimous decision of the District of Columbia Court of Appeals declaring the bureaucrats had no power to use the relief funds for a resettlement administration, conspicuous for its vast spending and paucity of results.

SPEEDIER tests of the validity of new laws would seem to be a proper demand of the hour, when a man's business may be ruined and himself reduced to pauperism while waiting two years for the Supreme Court to restore to him rights and privileges of which he ought never to have been deprived.

WHEN nearby property owners can bring suit for \$100,000 damages for loss by fire spreading from a soybean processing plant in Chicago, where no negligence has been shown, what may be the certainty of recovery of loss by suit where the fire or explosion started in a plant where recognized fire prevention practices were not enforced.

UNABLE to drive the truckers out of business in his territory one Illinois dealer took them under his wing and describes himself as a traffic manager. Owning and operating no trucks, he hires them. He routes them from farm to market, controlling the traffic by his superior knowledge of farms where corn is for sale and at what price, and the points to which the grain can be hauled by truck and sold at a profit.

COMMON Carrier and contract truckers were strong enough last week to obtain from the Interstate Commerce Commission a reversal of the Commission's former ruling allowing the eastern railroads to publish tariffs providing for free pick-up and delivery, indicating the advisability of drafting legislation not antagonistic to the common carrier trucker when the real target should be the trucker who deals in the commodity he hauls. The unfairness of permitting a transportation agency to own the commodity carried was recognized many years ago in enacting the commodity clause of the Transportation Act, which was involved in the decision by the Supreme Court of the United States May 25 in the case of the Elgin, Joliet & Eastern Railroad.

RATS have attracted the attention of Chicago's Board of Health and a vigorous campaign for the destruction of the pests is now being conducted. One part redsquill is being thoroughly mixed with ten parts oatmeal and enough water to give it a doughy feel. A few drops of anise oil makes bait more attractive to rats. Many effective rat exterminators will help to reduce your annual loss if scattered about your regular rat routes.

ANOTHER unexpected result of the price boosting campaigns of the Federal Farm Board and the AAA is the reduction in the average annual per capita consumption of wheat by the citizens of the U. S. A. from $5\frac{1}{2}$ to $3\frac{3}{4}$ bushels. The bureaucrats may be able to regiment the producers, but the wary consumers will find relief in substitutes. Our pioneers were largely dependent on the staff of life for sustenance, but fresh fruits and vegetables the year around at low cost has weaned them from the old-time bread and butter diet.

THE MAJOR GENERAL running the Inland Waterways Corptn. for the Government contemplates combination truck-water freight rates out of Chicago and Kansas City in hope of "benefiting the great agrarian midwest not now receiving full benefits from barge line operations." In other words, he is anxious to increase the Government's loss on transporting freight by barges. Furnishing transportation of any kind is not a proper function of Government. How long will the citizens stand for the diversion of their tax payments?

CHESTER DAVIS, AAA administrator, who has spent several months investigating European markets and our lost export trade in agricultural products, is returning with the conviction that the self-sufficiency programs and the establishment of rigid trade barriers by countries formerly importing large quantities of American products will make any gain in our grain exports a matter of slow attainment. Trying to hold up the consumers of European importing nations and barring their products from our shores has estranged a most valuable trade.

CALLING of all 45-cent corn loans to farmers for payment July 1 should have no important market effect, as the quantity cribbed under seal is comparatively small, due to the good market offered by country dealers at the elevator during the past winter and spring. No grower can look back and feel that he profited by the loan, when we consider that corn sold for December delivery at Chicago at $64\frac{3}{4}$ cents Oct. 5, and never sold that high thereafter. The May future has just expired at that identical price, leaving the farmer nothing to pay rottage, interest and loss thru deterioration.

New Laws and Regulations for the Trucker Merchants

The trucker peddler, his many tricks, sharp practices and cutthroat competition has had a prominent place on the programs of each of the recent conventions of grain dealers and doubtless he will continue to be discussed until some practical method has been evolved for forcing him to share in the cost of building and maintaining the highways necessary to the success of the traveling merchant.

At the recent convention of the Illinois Fuel Merchants they demanded the abrogation of the reciprocity provision of the Illinois Vehicle Act which permits transport into Illinois from other states without an Illinois vehicle license and the enactment of a port of entry law requiring vehicles entering the state from other states to conform to regulations for public safety and adequate insurance, and to pay a tax based upon the distance traveled over the state's highways and the weight of the load.

Wisconsin and Illinois have revoked the reciprocal agreement under which each state permitted common carrier trucks to operate with the license plates of the other and henceforth all drivers of such trucks will be required to carry licenses from each state. While this new regulation will not affect operators of private trucks, it will help to increase the revenue for the use of the highways and pave the way for more restrictions and regulations for truck merchants who have been enjoying the free use of the public highways.

Last week the U. S. Supreme Court upheld the New Mexico law which levies a tax of \$7.50 on vehicles moving under their own power and \$5.00 on those towed or transported over the state's highways for sale. The constitutionality of this law was challenged by the automobile wholesalers of Los Angeles on the ground that the law interfered with interstate commerce. If a state law taxing vehicles passing over its highways is constitutional, why not a state law taxing commodities transported over the highways in competition with tax-paying citizens? The number of trucks now pounding the free

highways night and day is said to exceed four million, but the rough surface of thousands of miles of road record constant usage of even a greater number.

More effective than a tax for using the roads is the new tax of \$25 per year placed on trucker dealers in California who have no established place of business. Such a tax makes the necessary discrimination to place the regular dealer on an equality with the fly-by-night.

Everyone agrees that state public highways built and maintained at public expense should not be given free to traveling merchants who pay no personal taxes, real taxes, state licenses or gasoline taxes. All users should be required to pay a share of the cost in keeping with their use whether they are citizens of the state or live in Patagonia. The heavily loaded trucks not only greatly increase the wear and tear on the roadway but they multiply its hazards to all autos of lighter construction.

It is not fair that nomadic merchants who contribute nothing to the building or maintenance of these splendid highways should be permitted to use them for stealing the business of the railroads and dealers in coal, lumber, grain and other commodities who are taxed continuously for the construction of new and the repair of old highways. The general awakening of every one affected by the truckers free use of the public highways gives promise of early relief.

PRESS AGENTS of the agricultural bureaucrats who repeatedly publicize every step in the Cutten persecution are strangely silent on the more important decision of the Supreme Court of the United States last week holding that the three bureaucrats composing the Futures Commission had no power to suspend the gentleman from trading on the exchanges, for past failure to report his transactions. The constant flow of publicity attending the persecution makes it evident the bureaucrats were more interested in propaganda than in constitutional law. The fifty young lawyers who infested the AAA according to George Peek, its former head, evidently were long on social reform and short on law.

HUSTLE, and fortune awaits you; shirk,
and defeat is sure; for there's no chance
of deliverance for the chap who can't endure.

Senate Considers Commodity Exchange Bill

Washington, D. C., May 26.—The Senate this morning resumed consideration of the commodity exchange bill, which had been debated Monday on being reported by the com'te on agriculture.

Senator King declared the bill was unconstitutional, as delegating too much power to the administrative branch of the Government.

The amendment requiring margins to be kept separate was adopted.

Senator Pope's amendment to include potatoes among the commodity futures to be regulated was adopted.

The request by the Quaker Oats Co. and other processors that their purchases of futures against sales of products be considered hedging was denied.

On Monday Senator Robinson said that he and many others lacked an understanding of the measure, saying "This submission of amendments is unfortunate, especially in view of the fact that there has been no explanation of the primary purpose of this technical bill. The senate should understand what this bill is about. I have read it, but my mind is in doubt as to the purposes of the legislation. I am sure none of us here knows what it's about."

Senator Borah: "We seem to be proceeding here blindly."

The bill was passed by the House over a year ago with cotton among the regulated commodities. The Senate eliminated cotton at the request of Senator Smith, who now brings in amendments putting cotton back in the bill.

The Warehouse Amendment

In the bill is a clause permitting grain receipts issued by federally licensed warehouses to be delivered upon contracts for future delivery on the Board of Trade. This would conflict with the laws of Illinois strictly controlling the public warehouses, and with the rules of the Chicago Board of Trade regulating delivery on contract in the interest of buyers and bankers.

The warehouseman under the federal law is permitted to "post" grain going out of condition, thus throwing the loss on the holder to the warehouse receipt. Under the rules of the Chicago Board of Trade and its agreement with the warehousemen the holders of receipts are protected from loss by grain going out of condition, the elevator operator assuming the responsibility, the directors of the Board of Trade having power to refuse "regularity" for delivery to any elevator operator not guaranteeing the condition of the grain. Under the federal law the Board of Trade would be forced to permit the delivery of receipts from an elevator the proprietor which took advantage of the clause in the federal law permitting "posting" of out of condition grain.

A conflict also would arise with the State Grain Registrar's office having jurisdiction under the Illinois Commerce Commission, of all public elevators.

Under the present state laws the elevator operator has no control of the inspector, who is employed and paid by the state, tho licensed by the federal government. Under the federal law the warehouseman chooses the inspector, tells the government the man named is satisfactory to him, whereupon he is examined by the government and given authority to grade grain into and out of that elevator. The same individual may be licensed under the federal law to act as weigher. At Chicago the Board of Trade has

exclusive control of the weighing of grain by men experienced in weighing and employed by the Board after their capability has been proven. Thus under the present system at Chicago buyers have both independent inspection and independent weighing.

The inclusion of this clause in the commodity exchange bill was at the behest of one corporation desiring to make deliveries on the Board without the present rigid safeguards.

Another objectionable clause in the commodity exchange bill provides for the admission to membership on the exchange of concerns rebating commissions to shippers.

Senator Robinson warned the Senate that unless acted upon promptly within a day or two it could not be passed at this session, since the work relief and tax bills would take up the time.

The bill has no support from the trade, and those farmers who have been persuaded to ask for its passage have done so without knowledge of its provisions, at the urging of selfish interests who pretend to be friends of the grain producer, altho they have never done anything for him.

Federal Coal Control Invalid

In holding the Guffey coal act unconstitutional the Supreme Court added one more to the eight laws passed at the behest of the bureaucrats to arrogate more power to the administrative branch of the government, that have been declared unconstitutional.

Grain dealers will be pleased at the declaration of the court that price fixing by the federal government can not be sustained.

The court also declared that Congress is powerless to regulate anything which is not commerce, saying "That commodities produced or manufactured within a state are intended to be sold or transported outside the state does not render their production or manufacture subject to federal regulation under the commerce clause. As this court said in *Coe vs. Errol*, 'Tho intended for exportation, they may never be exported; the owner has a perfect right to change his mind; and until actually put in motion, for some place out of the state, or committed to the custody of a carrier for transportation to such place, why may they not be regarded as still remaining a part of the general mass of property in the state?' To hold otherwise 'would nationalize all industries, it would nationalize and withdraw from state jurisdiction and deliver to federal commercial control the fruits of California and the south, the wheat of the west.'"

Thus this opinion exempts the country grain elevator from the paralyzing grip of the federal bureaucracy.

Legislation at Washington

Senator Wheeler is introducing a bill extending the office of co-ordinator of transportation for two years.

S. 3467, passed by the Senate, has been favorably reported by the House Com'te on merchant marine. It penalizes false billing by a fine of \$5,000.

Senator Wheeler's bill to empower the Interstate Commerce Commission to establish minimum joint rail and water rates has been favorably reported by the senate commerce com'te.

A bill prohibiting the sale or transportation in interstate commerce of canned food for cats, dogs, foxes and other carnivorous animals that is unsound, unhealthful or unwholesome, has been introduced in Congress by Senator Burke of Nebraska.

The Wheeler bill alleged to enlarge the powers of the Federal Trade Commission does not widen the jurisdiction of the commission. Hitherto the commission could act only after complaint, but now it may begin an investigation on its own motion, if the bill that has passed the senate also passes the house. It remains to be seen whether the commission will make a nuisance of itself by initiating unwarranted inquiries, snooping, meddling.

Wheat bread costs 20 times as much in Russia as in England measured in wages of the workers. Is this the goal toward which our acreage reducing bureaucrats are herding us?

The Bulgarian government has decided not to grant permits for construction of new flour mills, except for very special reasons, in its grain price stabilization scheme, for which an official grain company has been created.

We export too large a percentage of our production for us to absorb the part which is now exported, without grave danger to our entire economic system. As an example, about 50 per cent of our cotton production is exported. This means that about 20 million people, or nearly one-sixth of our entire population, depend for their welfare upon finding an outlet for our crop of cotton.—Alexander V. Dye, director Buro of Foreign and Domestic Commerce.

Ray B. Bowden New Secretary National Ass'n

R. B. Bowden, of Minneapolis, has been appointed to succeed Charles Quinn, as secretary-treasurer of the Grain and Feed Dealers National Ass'n. The selection was made by the Executive Committee of the Association. Secretary Quinn resigned on May 9, effective June 1.

Mr. Bowden has been secretary of the Northwest Country Elevator Ass'n for more than six years, with headquarters in Minneapolis. His association has built up a membership of more than 1200 country elevators in four states, making it the largest elevator association of the country. He went to Minneapolis from Montana, where he was editor of publications for Montana State College from 1919 to 1930. Prior to that he had some experience in newspaper work through the west.

During the time of NRA he was a member of the National Code Authority for the country grain elevator industry and has been secretary for the National Federation of Country Grain Elevator. Mr. Bowden will divide his time between the two associations until his successor can be qualified at Minneapolis, but will take over the National Association work as soon as possible.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journals for publication.]

Grain Shipped Open to Avoid Collection Charges

Grain & Feed Journals: It might be interesting to you to know that during the past two years the trend has been to eliminate collections through the banks where credit is unquestioned and returns are received without delay. From our own experience we have several big firms who bill us direct on a cash basis whereas they previously drew on us through the banks.

Collection expense at present is entirely too high for the service rendered by banks. We have been charged as high as 85c on a \$180 item at Madison, W. Va.—Chas. Wolohan, Inc., Birch Run, Mich.

Using 30 Trucks to Hold Business

Grain & Feed Journals: Trucks are here to stay. We fought the truck business as long as we could, just bought a truck occasionally up until four years ago, now we have more than 30 trucks going and we think we will have 40 by this time next year. Railroads went to sleep and let the traction lines and trucks take their business. If we go broke it will be by buying trucks, not by our business being taken away from us by truckers. Where we operate these trucks we are not having much competition and I think this is the attitude of the more progressive of the Indiana grain dealers.

Farmers don't want to put their teams on the roads, and you can't blame them. It costs from \$6 to \$8 to get a team shod and these concrete roads wear off shoes very fast, so farmers get their grain hauled in, feed, coal and everything else hauled out. Besides this we have given up hope of the horse staying on the farm. In this county, which is only 25 miles square, there has been over 50 tractors sold in the last six months. Horses are very high in price and farmers don't like to work them any way. They have to curry a horse and they don't have to do anything to a tractor but crank it and fill it with gas.—Goodrich Bros. Co., P. E. Goodrich, Pres., Winchester, Ind.

More Natural Markets Expected

Not to be overlooked in its probable effects on domestic markets and their relationships with one another, is the present outlook for a much better balance in the production of the different leading types of wheat. In recent years when production of hard winter and hard spring wheat has been at an extremely low level there has been greater than average yield of soft winter wheat. Hence, while the hard grades have commanded high premiums and hard wheat markets have tended to relative strength, the Chicago market has had as the basic delivery grade soft red wheat.

This season a reduction to a more nearly normal supply of soft wheat is in prospect and at the same time production of hard wheat substantially above a year ago is expected. This should tend to result in more natural premiums and relationships between domestic markets. Ultimately, this should result in increased activity particularly in the form of hedging and spreading operations, providing the background for a more active general trade.—John H. Pitt of Thomson & McKinnon.

Original Entries to Simplify Bookkeeping

By GEO. POTGETER, STEAMBOAT ROCK, IA.

An accountant starts instructions on bookkeeping half way thru the problem. He starts with the double entry. Before the double entry, must come the original entry.

On each desk in our office stands a rack, kept filled with a variety of forms we use in making original entries, all in order, all convenient to use, "a form for every purpose."

A business transaction is defined as "receipt or disbursement of merchandise or cash." Every transaction must be recorded on the proper form, in duplicate, so that both parties to the transaction may have a copy. A farmer may not save his duplicate, but he doesn't question your records if he knows that he was given a duplicate at the time of the transaction. This duplication of records of original entries breeds confidence, and eliminates untold arguments and ill feeling.

It is difficult to get a farmer to sign a contract for the future delivery of grain. But it is simple to use a confirmation form, hand or mail a copy to the farmer which sets forth the terms of the agreement, and thereby eliminates future trouble over the deal if the market goes up.

Records made on scale tickets by type-registering beams can be checked over later. If an ordinary scale beam is misread there is no later opportunity for correction. On our type-registering scale tickets we use an extra little tab of carbon, so that the original carries a carbonized, easily read impression.

We make daily recapitulations of our business, keep a perpetual inventory of grain, and merchandise on hand, and make up a profit and loss statement every 30 days. The time to rectify the mistakes that create losses is as soon as possible, and these monthly profit and loss statements help to eliminate merchandising mistakes. If we had to wait a year to discover such mistakes they might cost us a great deal more than they do.

The capitalistic system is the outgrowth of

600 years of economics. Economics and bookkeeping go hand in hand. Only thru the use of bookkeeping can the banker make \$1 do the work of \$100. Bookkeeping is the basis for sound economic theory.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other merchants from the same industry. You can not afford to pass up these opportunities to cultivate friendly relations and profit by the experience and study of others.

June 1, 2. Pacific States Seedsmen's Ass'n, Hotel Del Monte, Del Monte, Cal.

June 1, 5. American Ass'n of Cereal Chemists, Adolphus Hotel, Dallas, Tex.

June 6. Rocky Mountain Bean Dealers Ass'n, Antlers Hotel, Colorado Springs, Colo.

June 8, 9. Central Retail Feed Ass'n, Schroeder Hotel, Milwaukee, Wis.

June 11, 12. American Feed Manufacturers Ass'n, Greenbrier Hotel, White Sulphur Springs, W. Va.

June 12, 13—Pacific Northwest Grain Dealers Ass'n, Lewiston, Ida.

June 12, 13, 14 and 15. Society of Grain Elevator Superintendents of North America, at Duluth June 12 and 13, and at Minneapolis evening of June 13, and June 14 and 15.

June 16-17. Northwest Retail Feed Ass'n, West Hotel, Minneapolis.

June 18. Indiana Grain Dealers Ass'n, Decatur Country Club, Decatur, Ind.

June 18. Missouri Grain Dealers Millers Ass'n, Missouri Hotel, Jefferson City, Mo.

June 22. New York State Seed Ass'n at Syracuse, N. Y.

June 22, 23. Ohio Grain, Mill & Feed Dealers Ass'n, Cedar Point, O.

June 25, 26, 27. Southern Seedsmen's Ass'n at Dallas, Tex.

June 29. Farm Seed Group of A. S. T. A. at Dallas, Tex.

June 29, 30 and July 1. American Seed Trade Ass'n at Dallas, Tex.

July 6, 7. National Hay Ass'n, Lincoln Hotel, Indianapolis, Ind.

Oct. 12, 13. Grain and Feed Dealers National Ass'n at Hotel Schroeder, Milwaukee, Wis.

Des Moines, Ia.—The Supreme Court has decided in favor of the Watkins Grain Co., reversing the lower court in its judgment against defendant Fraser-Smith Co.

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Option		May		May		May		May		May		May		May		May	
	High	Low	13	14	15	16	18	19	20	21	22	23	25	26	28	29	31	32
Wheat																		
Chicago	97½	83¾	85½	85½	85½	85½	85½	85	86½	85¾	86½	85½	85¾	83¾				
Winnipeg	92½	73½	78¾	78½	78½	78	77¾	76¾	77½	76	76½	75¾	76½	73¾				
Liverpool*			89¾	88¾	89¾	89	88¾	87¾	87¾	86¾	86¾	85¾	86½	83½				
Kansas City	95¼	78½	80¾	80¾	81½	81½	81½	80½	81¾	81¾	81¾	81¾	80½	80½				
Minneapolis	120	89¾	91½	90¾	91¼	91¾	92	91¾	93¾	93¾	93¾	92¾	93¾	92¼				
Duluth, durum	102¼	82¾	86	85¾	85¾	85¾	85¾	84¾	86	85½	86	84¾	84¾	83				
Milwaukee	96¾	83¾	85¾	85	85¾	85¾	85½	85	86½	85¾	86½	85¾	85½	83				
Corn																		
Chicago	63¾	57½	60¼	60¼	60¼	60¾	60¾	60¾	60½	60	59¾	58¾	59¾	59¼				
Kansas City	64¾	58	60	60	60¾	60¾	60	59¾	60¾	60¾	59¾	58¾	59¾	58¾				
Milwaukee	63½	53½	60¾	60¼	60¾	60¾	60¾	60¾	60½	60	59¾	58¾	59¾	58¾				
Oats																		
Chicago	20¾	24½	26¼	26¼	26	25	25½	25	25¾	25½	25	24½	24½	24¼				
Winnipeg	33¾	30	31¾	31	31¼	31	31	31	31¾	31	31¾	31½	31½	30¾				
Minneapolis	25¾	22½	23¾	23¾	23¾	23¾	23¾	23¾	23¾	23¾	23¾	23¾	23¾	22¾				
Milwaukee	30¾	24¼	26¾	26¾	26¾	26¾	25¾	25½	25¾	25¾	25¾	25	24¾	24¾				
Rye																		
Chicago	58	50½	53¾	54½	54¾	55	55½	54½	54¾	54¾	54	53¾	53¾	52¾				
Minneapolis	52¼	44½	48¾	48¾	49¾	50	49¾	49¾	49¾	49¾	48¾	48¾	48	47¾				
Winnipeg	48½	39½	42½	42½	42¾	43	42¾	42¾	43¾	43¾	42¾	42¾	42¾	41¾				
Duluth	54¼	47	50½	51	52	53	53	53	53	53	52	51	51	50				
Barley																		
Minneapolis	36½	31¾	32¾	33¼	33¾	33¾	33¾	33	33¾	33¾	33¾	33	32	31¾				
Winnipeg	40¼	35¾	37¾	37¾	37¾	37¾	37¾	36¾	37¾	37¾	37	36¾	36¾	35¾				

*At daily current rate of exchange.

Agricultural Trouble— Cause and Cure

By B. W. SNOW, Chicago, Ill., before Illinois Grain Dealers Ass'n at Peoria, Ill.

We are rapidly moving into the turmoil, excitement and incoherence of a political campaign. It is unfortunate that at such a time our discussions are frequently mere emotionalism instead of sustained intellectual effort to reach the truth and having reached it, hold to it.

Let me premise that I have no political axe to grind and neither am I turning the stone to grind one for anyone else. We face a situation that demands honest thought and plain speech.

I find it necessary to discuss questions that have come to be regarded as political in character, but my viewpoint is not colored in the least by the slightest interest in the welfare of any partisan political group or a peculiar advantage for any social group of our people.

It is popular now to sympathize with the desperate position of agriculture but that sympathy was only stirred when farm suffering reacted upon other population groups thru decreased purchasing power of the farmer and enforced decline of living standards on the farm. Immediately the agricultural problem became a national problem and demand for relief became the political program of all parties.

Farmer's Decreased Purchasing Power—The problem of the individual farmer lies in the decrease of the exchange value of the products of his labor when measured in terms of the products of industrial labor. In terms easily understood, the evidence of dislocation between groups is measured by the increased number of bushels of corn it takes to exchange in the country store for a pair of shoes. This may be traced directly to government discrimination in favor of industry as against agriculture. Chief in this discrimination is a long record of tariff legislation.

The tariff protects the industrialist from any competition except what he meets at home. The farmer, on the other hand, in selling his surplus abroad must meet the competition from every other country under the sun and prices in his domestic market as well as world prices are largely determined by that world-wide competition.

The change of governmental attitude in making the protective tariff only an instrument to add to the wages of labor or volume of profit hurt the farmer in two directions—it advanced the cost of what he had to buy and narrowed the foreign demand for the surplus products that he had to sell.

Here began the long-time down trend in agricultural profits, a trend reaching from the closing years of the last century, interrupted by the economic disturbances of the Great War, and then renewed with increased severity until the debacle of the last six years brought agricultural ruin, and in it involved all other population groups.

The protective tariff which originally was not injurious, if indeed, it was not advantageous to agriculture, has been so manipulated as to make it a dominant factor in the downfall of our agriculture. In the beginning, we were an agricultural country and our wealth and population were on the farm. Our early statesmen, Washington, Hamilton, Madison and Marshall, built up an economic policy intended to make us self sufficient by prompt utilization of our natural resources thru the creation of a manufacturing industry which drew men from the farm into the town and thus both agriculture and industry prospered. During this period of our national life, our farm population steadily decreased in proportion to total population, and under the influence of the protective policy there was steady expansion of the domestic market for farm products.

So long as the effort, to build up an ever widening industrial population was the aim and result of the protective policy the higher price which farm population had to pay for goods of domestic manufacture was borne because an ever widening industrial development insured an ever widening domestic market for the products of the farm.

For 100 years, we had a harmonious development of our resources, agricultural and industrial. In the closing decade of the last century this profitable partnership began to dissolve. Industry became the dominating factor in wealth and political power and with this domination, there came increasing disposition to exercise that power in favor of itself with scant regard to the welfare of agriculture. This attitude was manifested in repeated advances in tariff schedules until rates became prohibitive and constituted a wall behind which domestic prices of manufactured goods could be arbitrarily fixed upon a monopolistic basis. The growing agricultural unrest that has characterized the last 40 years had its origin in the high tariff rates that

increased the price of everything the farmer bought and at the same time closed the foreign market to the surplus which the farmer produced and until the cause of that trouble is removed, there will be no restoration of economic harmony among our different population groups.

At the close of the Great War the tariff collected an average ad valorem rate upon dutiable goods imported in 1920 and 1921 of 23 per cent. Then the tariff act of 1922 advanced the rate to 38 per cent. Eight years later came the 1930 Act which advanced the rate upon dutiable goods to 53 per cent. Now get this clearly—we made it possible for domestic manufacturers to boost prices of the things the farmer had to buy by the difference between 23 and 53 per cent above the corresponding price for imported goods. This meant not only a terrific increase in prices paid by the farmer for the goods he required for living or for farm operation but it made it impossible for the foreigner to buy our wheat, cotton or meats because our national policy refused to allow him to pay for them with the only thing he had to offer, an exchange of his own products. Our farmer was caught coming and going.

Tariff Raised Price of What Farmer Bought—The U. S. Department of Agriculture reports that in February of this year the American farmer received for his grain 92 per cent of what he received during the five years preceding the War and 94 per cent of what he then received for his cotton, while at the same time he pays 122 per cent for the things he has to buy. In other words, after the Federal Farm Board of the Hoover Administration wasted a half billion dollars trying by speculation to advance farm prices, and the Roosevelt Administration with its doctrine of smaller crops, plus years of shortened crops due to record breaking droughts, and plus collections of processing taxes running into the billions, the net result of the tariff legislation of 1922 and 1930 is that the farmer gets for his products materially less than he received in the 5-year period preceding the war, while the price of the industrial goods he uses is 22 per cent higher than he was charged in the same pre-war period.

Our Republican friends under the Hoover Administration wasted a half billion and accomplished nothing toward restoring pre-war parity between farm and industrial prices.

Our Democratic friends, under the Roosevelt Administration, have been an equal failure in accomplishment and at a still higher cost. The declared aim of both groups of politicians has been to bring about an economic parity between agriculture and industry, but nothing permanent has been accomplished.

We came out of the war with the outside world owing us, public and private 20 billions of dollars. When the war began, we had investments abroad of \$2,350 million, while foreign investments in the U. S. were \$5,350 million. We were net debtors to the world by 3 billion dollars. In 1931 the world owed us \$23,337 million and we owed the world \$2,442 million so that we were net creditor by \$20,915 million. This change in our world relation has a definite and significant economic meaning.

It means that when the war began we had to pay interest abroad of \$200 million a year. Now by contrast we have a net annual balance due us of \$616 million.

We are a creditor nation easily to the extent of over a half billion dollars a year. When we owed Europe an annual interest payment of \$200 million, we paid it in the only way that such a net international balance can be paid, by exports of our products. This is a basic fact for the farmer and his business associates to remember because the farmer with his grain, hogs and cotton was our foremost exporter. Our debt abroad guaranteed an export market equal to \$200 million a year and agriculture was the largest beneficiary. In total it represented the produce each year from an equivalent of 65 million acres.

As a creditor nation, the world must now pay us in interest some \$600 million a year on its contract obligations before it can spend a dollar for the purchase of farm produce.

Putting an end to the possibility of any imports of foreign goods was just exactly equivalent to placing an embargo upon exports of farm products. Keep in mind that international trade is simply exchange of goods, and if you won't buy you cannot sell.

Our change from a debtor to a creditor nation forced Congress to choose between agriculture and industry and the choice went to the pampered industrialist. There were just three ways of meeting the problem—

(1) Loan capital to Europe with which to buy our goods. We tried that for ten years and finally found that we were simply giving our wheat, cotton and hogs away for promises that had no value

(2) We could decrease exports.

That is just what we have been doing and that policy under the Federal Farm Board of the last administration and the AAA of the present administration has proven a complete failure so far as a permanent policy is concerned. By our policy, with the help of crop failures, we have reduced our production to the point of net imports for domestic use but we have not restored the old price parity between farm and factory goods.

(3) We can increase our imports of industrial products to a volume sufficient to pay for the agricultural supplies that the world needs from us.

We have not only refused to do this but have done exactly the opposite and have deliberately adopted a course that reduces our imports, increases the cost of manufactured articles and reduces the foreign demand for farm products.

Greedy Industrialism—It is wholly fair to believe that Republican control in Washington in 1922 and in 1930, when these last tariff acts were written, knew perfectly well that American agriculture would be crucified by such tariff advances at a time when it was already under pressure of the economic change involved in our shift from a debtor to a creditor nation. Generations of experience with greedy industrialism left the conscience of the policy framers hopelessly blunted.

Equally guilty is the present Washington control. That the present leadership fully understands what is involved is evidenced by the denunciation of tariff greed brilliantly voiced by President Roosevelt during his election campaign. But the candidate was vocal and voluble in denunciation while the executive has remained silent and inactive during this period of disaster, venturing no general tariff reform to correct existing evils or prevent greater ones. The Sec'y of Agriculture fully and clearly understands the wrongs heaped upon agriculture by tariff injustice and for three and a half years by speech and by printed word has flayed the injustice that is involved in present tariff schedules. However, no program of definite adjustment of wrongs has been undertaken. It has been like the small boy shouting down the rain barrel. Plenty of rolling resonance with small practical accomplishment.

High Tariffs Do Not Raise Wages—The truth is that high tariffs are not responsible for high wages. Real wages are measured by what can be secured in exchange for the products of your own labor. The artificial price for industrial goods is responsible for the fact that so-called high wages do not mean ability on the part of the laborer to consume a larger amount of the necessities or luxuries of life. Let this fact be ever in your mind. The wage scale represents the aggregate cost of production of all goods or the sum of all service. Labor is liquid. It flows back and forth from one form of production to another, leaving low wage scales and going to the higher scales. If high tariffs brought high wages in protected industries at once the volume of labor available for such industries increases at the expense of lower paid occupations.

For the last 30 years of the last century agriculture complained that boys would not remain on the farm. They went to the industrial centers. [Concluded on page 405]



B. W. Snow, Chicago, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Warrensburg, Ill., May 15.—Corn planting $\frac{3}{4}$ done.—Roy McGrath, Heman Grain Co.

Dwight, Ill., May 15.—Corn planting is one-half done with ground in good condition.—R. A. McClelland.

Clifton, Ill., May 15.—Ground is in good condition for corn planting which is $\frac{1}{4}$ done.—J. W. Overacker, mgr. Clifton Grain Co.

Topeka, Kan., May 23.—We have had good rains in this territory and the prospects are fine for a large wheat crop.—Ernest Engineering Co.

Poseyville, Ind., May 23.—Farmers are reporting that the continued dry weather is hurting the corn and wheat crop prospects. Corn acreage is heavier than any for several years.—X

Douglass, Kan., May 15.—Wheat will not make as much as last year, and oats will not be over 50% of a crop if we have good weather. Corn acreage about 20% below normal.—L. D. Brandt.

Rensselaer, Ind., May 15.—Wheat and oats looking fine. Corn being planted with fine weather and plenty of moisture. Soybean acreage increased 15 to 20%.—L. E. Greenwood, W. C. Babcock Grain Co.

Farley, N. M., May 21.—At last we have had a good rain. The growers have ground in good shape and are ready to plant row crops. We have prospects for a real good crop, the rain covering all our farming district. There is going to be all kinds of grain and lots of pinto beans planted here this year.—Ward Bean & Elevator Co.

Lincolnton, Kan., May 13.—The wheat acreage is about 10% larger than last year but about 20% will be plowed up and planted to oats and corn. The oats and corn acreage will be about 15% more than last year. Had about 4 inches of rain the last five days and need sun and warm weather, especially for the corn.—Farmers Union Co-op. Ass'n.

Chicago, Ill., May 18.—On a drive to Rockford yesterday, found corn planting well advanced, with fields here and there showing over ground. Missing hills were but slightly more than normal owing to favorable temperatures, good seed beds and the better seed in this northern portion than most other sections of the state. Oats are making rapid growth and have good color.—H. C. Donovan, statistician for Thomson & McKinnon.

Oklahoma City, Okla., May 11.—The extreme drouth during the first four months of 1936 was state wide and was the most severe of record for that period. The May 1 condition of small grains, hay and pastures was the lowest May 1 condition of record. Rains since April 30 have improved prospects in all parts of the state. Rains came too late to save much of the wheat in the extreme western counties. In other sections the amount of improvement will depend on favorable growing weather from now until harvest. If the growing season is prolonged, much improvement still can be made. The condition of Oklahoma wheat on May 1 was 42% of normal, compared with 62% a month ago. The indicated yield from a May 1 condition of 42% is 9.0 bus. per acre, compared with 10.0 bus. per acre in 1935.—U. S. Dept. of Ag.

Minneapolis, Minn., May 23.—Farmers and crop reporters alike have been unusually nervous over the weather in the Northwest this season. Let the sun shine for a week and a little wind blow up the dust, and a cry of "drouth" is immediately heard. Doubtless, the unfavorable growing conditions of the past few years have made the experts gun-shy. The first part of the past week was sunny and warm, with reports of dust storms in certain sections of North and South Dakota. During the past two days, however, $\frac{1}{2}$ an inch to 1 $\frac{1}{2}$ inches of rain has fallen over large areas of eastern Montana, North Dakota, eastern South Dakota and Minnesota. Now conditions seem to be perfect again. The whole

truth of the matter seems to be that it is far too early to make any predictions about this year's crop, except that planting is about ten days late and that there will be an increase in flax acreage of from 5 to 15 per cent as compared with last year.—Archer-Daniels-Midland Company.

Decatur, Ill., May 23.—Wheat has made a good recovery with rains and warm weather. General condition fair, thin in some areas. In the central area wheat is in the boot and will start heading around the first of June. Corn planting is practically completed, with the exception of some areas where farmers are replanting account of poor germination. For the most part the stand is good, due largely to ideal growing conditions. Oats are rather short and do not have the vigorous growth they should have. Farmers will clip all the oats acreage they are allowed to under the soil conservation program. Soy bean planting is well underway, about 75% planted. The early planted beans are up to where they can be plainly seen across the fields. Taken as a whole, the bean acreage is not as large as last year.—Baldwin Elevator Co.

Springfield, Ill., May 20.—Weather conditions generally were most favorable for field work, and mostly favorable for crop growth; however, good showers are needed in many areas particularly in the south. About three-fourths of the corn is planted in Illinois, though only a small part is up; thus far the stand appears to be fair to good though a few report replanting because of poor seed. Winter wheat progress and condition was largely average, there being considerable variation and in areas the crop is thin; good showers are generally needed to promote rapid growth; in the south the best is about 18 inches high while over the state the bulk is less than 12 inches; some is heading in the extreme south and the crop is jointing into the central division. Oats are average to very good, condition being more variable and less encouraging in the south and some reported as poor. Much soil is ready for planting of soy beans and considerable has been planted in the south with a few of the earliest fields up in the extreme south. Alfalfa, clovers, timothy and pastures are mostly average to very good.—E. W. Holcomb, U. S. Dept. of Ag.

Wellington, Kan., May 12.—Rains have brot a great deal of encouragement. Wheat as far south on Route 81 (the Meridian Hiway) as McPherson, is growing thick and green. Around Hutchinson and Wichita it had already headed when the rains came and the stand is thinner, the heads short. Ed Adair, Wichita, who was out over the Panhandle of Texas and Oklahoma on a 1,000-mile drive a few days ago, says the Panhandle is barren—the rains came too late to help an already dead wheat crop, the best of which promises no better than 5 bus. to the acre. In company with others Ed operates 1,500 acres of land in Jackson County, Okla., and Ochiltree County, Tex. All of this wheat acreage is being plowed under. A contributing influence is the contract of the soil conservation division of the U. S. D. A which is paying farmers in those counties \$6.50 per acre for plowing under 15% of their acreage, and \$1.50 per acre for any additional share of their acreage, up to 100%, that they will plow under. Ed thinks that these "soil conservation" contracts will cause plowing under practically all the lower-producing sections in Kansas, Oklahoma, and Texas, markedly reducing the total harvested production in the Southwest this year.—E. M.

Ottawa, Ont., May 21.—A moderate optimism is warranted regarding 1936 crop prospects in the Prairie Provinces, where the spring season has been generally favorable. There has been practically no damage from soil-drifting, which gives the crop a considerable advantage over recent years. The absorption of winter precipitation was also better than usual and the drought area lacking in sub-soil reserves has been narrowed. The lateness of the season increases the chances of rust and frost damage, while further concern is attributed to the weight and vitality of the seed sown over considerable areas. While seeding started later than in 1935, it has proceeded at a faster rate and the proportion seeded by the middle of May was probably slightly higher than in 1935. The "Intentions to Plant" report as of May 1 anticipated an increase of 3% or about 800,000 acres in the wheat acreage of the Prairie Provinces. Because of the delay in seeding caused by rain in Manitoba, southern Saskatchewan and cen-

tral Alberta during the first week in May, some authorities expect that a considerable diversion to coarse grains and summer fallow will result. While "Intentions to Plant" report is corrected for habitual bias, it has never been too high in its 5-year existence. It is only fair to say, however, that most of the other commentators expect a slight decrease in acreage.—R. H. Coats, Dominion Statistician.

Minneapolis, Minn., May 20.—As the growing season advances, the condition of the small grain crops in the Northwest is becoming more varied in the different localities, depending upon soil and weather. The situation in the eastern part of the territory, especially in southern Minnesota, is satisfactory. Further west, the growth of the crop has been somewhat retarded during the past week by two days of unseasonably high temperatures and strong winds, which dissipated a large part of the topsoil moisture. Fortunately, this brief period of heat and wind has been followed by cooler weather, which has at least relieved the immediate anxiety. General rains are badly needed in western districts and to a somewhat lesser degree elsewhere. Seeding of small grain has been virtually completed over the entire Northwest. Most of the grain is up and shows a healthy stand and color. Corn planting has been somewhat delayed by the difficulty of securing good seed, but, in general, most of the planting has been completed in southern districts and is progressing rapidly further north. The seeding of flax, which is a late sown crop, has commenced. Winter wheat and rye, generally speaking, have come through the winter in poor condition although there are a few reports of satisfactory progress. In many instances, winter killed fields of rye have been plowed up and reseeded to other grains.—The Van Dusen Harrington Co., By Paul C. Rutherford.

Minneapolis, Minn., May 20.—Spring wheat seeding is practically completed in the United States and is well advanced in the Canadian Provinces. Several sections in northern Saskatchewan and Alberta, including the Peace River Valley, are still seeding. Most of the seed was sown under favorable conditions with sufficient surface moisture to germinate the seed. Altho a large percentage of the area was sown with lightweight, rusted wheat, the germination has been high and fields are now showing a healthy green stand. Ideal growing conditions during May stimulated all vegetation and growth has been rapid and fairly uniform. Much of the territory in the Dakotas, however, is in great need of moisture. Cool weather encouraged the plants to send down a deeper root system, which will be of great benefit to this lightweight seed when warmer weather arrives. Due to the late spring season and dry soil, plowing and preparation of the land was delayed and much of the seed had to be sowed in unplowed land. Poor seed and poor farming methods may prove to be serious should hot, dry weather prevail during June and July. Seeding of barley is nearly completed and a large acreage is expected in some of the northern states. A large increase is expected in flax acreage all over the Northwest and in the other states where a small acreage only is usually sown. The rye crop has not made the progress expected at this time of year.—T. R. Shaw, editor Cargill Crop Bulletin.

RAILROAD officials are fully aware of the advantage to be gained over trucker competition by reducing freight rates, but the cost of railroad labor has been increased so much by Governmental interference the last twenty years, the rail carriers barely realize the cost of operation at present rates, so fear that a reduction in rates would not swell their volume of freight enough to offset the loss of revenue due to lower rates. If railroads were free to run their own affairs, they would pay wages more in line with wages prevailing in other industries and shippers with the lower rates would obtain easy access to many markets now closed to them, thus creating a larger volume of freight and work for more men.

Agricultural Trouble—Cause and Cure

[Continued from page 403]

ters because of the lure of urban wages, and the farm was unable to get needed help.

A protective tariff does not raise wages even in protected industries. On the other hand by advancing the cost of goods purchased in the open market, it lowers the value of the real wage to the worker.

Get this fact clearly in your mind. High wages in this country in comparison with wages in older countries are an economic fact and they are due to our large ratio of natural resources in proportion to population. The same amount of labor will produce more of the things wanted here than it will produce in older countries where natural resources are scanty and require more labor to secure them. Our wages are higher and our scale of living better solely because our labor is more productive. When our natural resources become depleted wages must inevitably drop because the labor will then be less efficient in producing the things wanted—in capturing the natural resources upon which the world's social organization rests.

The protective tariff actually increases the cost of producing unprotected commodities, by increasing the cost of things needed in their production. It is here that the farmer is hit hard. The artificial price at which the tariff enables the industrialist to sell his goods increases the farmer's cost of producing his crops. This has been happening over a long period of years and gradually has shut our farmer out of foreign markets.

There is no panacea, no royal road to comfort, nothing but recognition of our mistakes and a retracing of the steps that have led us into this economic morass.

What I vision is a gradual revision of tariff schedules with a continued moderation of rates permitted, until in the course of time, the injustices shall have been corrected and agriculture and industry shall stand upon the sound basis of tariff equality.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lincolnville, Kan., May 13.—Possibly 10% of last year's wheat and 20% of the oats still in farmers' hands.—Farmers Union Co-op. Ass'n.

McGregor, Tex., May 18.—New wheat, testing 60 lbs and producing 11 bus. per acre, was received today, the earliest new wheat has ever been received. It was harvested with a combine.—E. W. Crouch, McGregor Mill & Elevator Co.

Wichita Falls, Tex., May 18.—The first new wheat has been received at our Olney station today. It tested 60 lbs. to the bu. from a field that produced 20 bus. per acre. This is the earliest new wheat has ever been received.—Wichita Mill & Elevator Co.

Milwaukee, Wis., May 19.—The first vessel cargo of grain received at Milwaukee in the 1936 season of navigation was the steamer "Laketon," May 18, with 65,119 bus. of wheat loaded at Port Arthur. The first shipment by vessel was the "Dalwarnie," taking 30,000 bus. of oats to Depot Harbor, loading here May 15.—H. A. Plumb, sec'y Milwaukee Grain & Stock Exchange.

Decatur, Ill. May 23.—A little more corn offered by the country, however, premiums are fading away rapidly, and with declining values farmers who have good corn in their cribs will be slow sellers. Considerable corn is still moving into feeding consumption through trucks. Elevators that still have old oats on hand are gradually loading them out, as steadily declining prices have about worn them out.—Baldwin Elevator Co.

Cincinnati, O.—April receipts of grain were: Wheat 64,000 bus., shelled corn 225,000, oats 188,000 rye 50,400, compared with wheat 120,000 bus., shelled corn 112,500, oats 122,000, rye 8,400 in April, 1935. Shipments during the same period were: Wheat 245,400 bus., shelled corn 319,500, oats 84,000, rye 18,200, compared with wheat 408,000 bus., shelled corn 48,000, oats 50,000, rye 1,400, in April, 1935.—John O'Hara, in charge of inspection and weighing, Cincinnati Board of Trade.

How Change in Grade Standards Has Affected the Country Shipper

By LEW HILL, Indianapolis, Ind., before Illinois Grain Dealers Ass'n at Peoria, Ill.

In the first place and in the very beginning the grain trade did not want these changes that went into effect on the first day of July and September, 1934.

The soft wheat territory principally Michigan, Indiana and Ohio, have suffered losses to as great an extent on the results of the Tag machine as you men on the musty oats situation. The Brown-Duvel moisture tester and the Tag moisture meter were not checking and there was a variance of $\frac{1}{2}$ to 1 degree in moisture recorded by the two machines and the Tag was recording the highest.

The Bureau of Agriculture Economics then issued an order to advance the degree of heat in the Brown-Duvel machine from 180 to 190 degrees, or 10 degrees added heat. The trade, in general, did not know of this change until the first to the middle of August and you can readily understand, with the harvest in full swing, and under movement of at least three weeks, the losses some of the country elevator dealers took in this change, when the discounts on the wheat shipped were running from 1 to 3c a bushel, on account of this variance in moisture. That was the first example in our opinion to prove our statement that the Tag machine was and still is in an experimental stage.

Old Brown-Duvel Better in Some Cases—

The second conclusion for this statement is in their issuing bulletin number 148, wherein they state that in a mixture of kiln-dried and natural corn or natural dry and wet corn, it would be best to use the old Brown-Duvel method. This has no doubt also cost the country dealers some money. We contend we are going to have to be convinced, particularly, on the added 10 degrees of heat in the Brown-Duvel machine to check with the Tag machine is absolutely wrong and the dealers in the soft wheat territory are never going to be entirely satisfied until the government makes some recommendation for a change. Chemists tell us that any added heat to the process of taking moisture is bound to break up particles of wheat and convert it into moisture.

Omaha, Minneapolis and Chicago, after receiving many complaints, discontinued the use of the Tag-Heppenstall machine insofar as moisture determination was concerned. The Indianapolis and Kansas City markets issued bulletins that shippers upon request could have the moisture determination made on either machine.

There are some men and perhaps some markets, which strongly advocate the use of the Tag machine. They have been very well pleased with the results. Elevator superintendents, by its speedy action only requiring 30 to 45 seconds to determine moisture, have stamped it O.K., but I can see a very good reason for that. The corn that they test has acquired room temperature. In other words, it has gone thru the bins, thru a mixing process and the results, of course, have been very satisfactory, but with the country elevator dealers, where they are taking corn or grain from various farmers, and it comes in its very natural conditions from outside cribs, is a very different situation to say nothing of the cost of this machine, which in my opinion, is prohibitive so far as the average country elevator dealer is concerned. The government themselves broke early with the manufacturers of the Tag machine on the price of it.

How many of you feel that if the Tag did everything it was intended to you would install one at \$300.00?

Grading Schools—There is one thing that I want to call your attention to that has become popular within the last six or eight

months and is being indorsed by the grain trade and that is grading schools.

The crop of oats that Illinois, Indiana and the middlewest has produced in the last few years shows a test weight of 24, 25 and 26 pounds and on top of that is musty. What's the cause of this condition? Is it the seed?

Better Seed Necessary—The cheapness of oats naturally has made the farmer very careless about the seed he has sown and then we all complain about the importation of grain.

I do not like the importation of grain any better than you do and I am decidedly opposed to it, but when we grow a billion and one-half oats crop in this country with the quality of the oats that we have had for the past four or five years and with two automobiles in every garage, and with only fifty million bushels of these oats going to the cereal mills that manufacture for human consumption, what do you think these cereal mills are going to do when Argentine and Canadian oats test from 35 to 45 pounds?

This same condition applies to Polish rye. This rye is a big, fat, plump berried grain testing from 7 to 10 per cent more sugar content than our native rye, what do you suppose distillers are going to buy under this condition? Doesn't it seem you have a duty to perform in your community, that of talking and advocating better seed?

Wheat Situation in Canada

Ottawa, Ont., May 21.—The official government analysis of the Canadian wheat situation, as issued by the Dominion Bureau of Statistics endeavors to present an optimistic view of the likelihood that the government will be able to sell its stocks of wheat without breaking the market, the price at present, however, being at a perilously low level.

The government statement follows, in part:

The world demand for wheat has continued at disappointingly low levels during the past month but the high proportion of the total demand being diverted to Canadian wheat introduces an element of optimism. Up to the middle of May, shipments of wheat and wheat flour from Canada amounted to approximately 176 million bus. or 10 million bus. in excess of the export movement in the entire crop year 1934-35. It is commonly and confidently expected that world demand will be concentrated on Canadian wheat during the remaining eleven weeks of the 1935-36 season. The outward movement in May and June will probably be the heaviest since 1929.

Altho the rate of disposal of old crop supplies is not high enough to bear out the predictions of certain recognized authorities, a moderate optimism pervades the Canadian situation as the rapidly declining stocks have reached the lowest level in several years. Primary marketings have remained low and the export movement has increased sharply since the opening of St. Lawrence navigation so that the visible supply has shown some notable reductions. Large supplies are moving forward by rail from country elevators and by water from Fort William and Port Arthur. At May 15, the visible supply was 31½ million bus. under the comparable figure for 1935.

The surplus of Canadian wheat for export or carry-over in both Canada and the United States at May 15, 1936, was approximately 204 million bus. compared with 243 million bus. at a comparable date of 1935. During the past four weeks the surplus has fallen 22 million bus. compared with a decline of 13 million bus. in the same weeks of 1935.

Arthur W. Cutten won a victory in the United States Supreme Court when the justices unanimously upheld the contention of his attorney that the Grain Futures Act applied to continuing failures to report and not to alleged violations that occurred three years ago. The decision invalidates the suspension of Mr. Cutten from trading on the exchanges ordered by Sec'y Wallace.

The A.A.A. announced May 1 that it would pay bribes to farmers who agreed to the rye adjustment program prior to the Supreme Court decision, declaring crop control unconstitutional. Payments of the benefits will be made on the basis of 35 cents per bushel. Why not grant a production limit to each county and pay the country elevator men to buy and burn any corn produced in excess of the limit?

Trucking Evil Attacked by Illinois Dealers

Soil in excellent condition for corn planting brought good cheer with the dealers from all parts of the state attending the annual meeting of the Illinois Grain Dealers Ass'n at the Hotel Jefferson, May 14 and 15.

PRES. CHAS. J. POTTER of La Rose, called the meeting to order at 10:45 a. m., Thursday, and asked that the invocation be pronounced by the Rev. Robert H. Clarke, pastor of the Union Congregational church.

MR. O'CONNOR, corporation counsel, delivered the address of welcome, in the absence of Mayor Woodruff, who had suffered a bereavement in his family.

Pres. Potter's Address

The reduction in production by both the elements and by acreage allotments has made grain a premium rather than a discount commodity, thereby interfering with the insurance offered by a future market.

Any time bureaucracy attempts to stifle individual enterprise by either law or confiscatory tax the ultimate result will be a state of affairs in direct contrast to the methods that have established this country as a world leader in both business and personal privilege.

The premises that are the basis of the present administration are a threat for any firm that has established a business upon the basis of enterprise and sound financing. Certainly any business that has survived the cycles of fortune on the basis of merit will not wish to become a political pawn.

I feel that the grain business on merit alone has license to proceed on its way free from bureaucratic competition and government control.

I am not ashamed to be a middleman, nor are any of you, because we know we are serving as a part of the distributive system at a cost so low as not to be paralleled by any other commodity in this vast structure. A detailed study of the grain business with its numerous vicissitudes of supply and demand and the countless special demands that it has been subject to will gain an admission from the fair-minded of its efficiency.

A large part of the country grain business is "tied" to the rails, and only as the railroads continue will the vast majority of us continue. Either the railroads are subject to regulations that do not permit them equal advantage with their competition or else they are the victims of antiquated tariff systems that are not capable of meeting competition. It stands to reason that the railroads either should be freed from unfair regulation or else have all other forms of transportation placed under exactly the same regulations.

Trucking.—There is some favorable reaction from the farmer relative to the grain trucking situation partly from his consideration of the situation that will follow when the truck has eliminated his staple local market, and perhaps more by the vast increase in "bootlegging" of grain. By the term "bootlegging" of grain I mean the movement of grain by truck to some distant market to evade liens of various descriptions, and obligations, as well as the outright conversion of grain belonging to other parties. These practices have been in evidence to operators of numerous farms, and I am told that certain large land operators are qualifying their leases to state that all grain must be delivered to markets to which the farms are naturally tributary.

No one action will eliminate the truck problem; in fact, I do not believe it can be totally eliminated, but by the application of the following ideas it may be better controlled:

Better distribution of grain supplies.

Action from railroads to assist in meeting direct competition.

Regulation by statute and commission that will place all transportation agencies on a more equitable basis.

Education and co-operation by all groups affected by the motor trucks.

SEC'Y W. E. CULBERTSON, of Delavan read his annual report:

Sec'y Culbertson's Annual Report

This has been the most trying year in the eighteen years that I have served as sec'y. The Supreme Court knocked out the N.R.A. and the ban placed on free storage of grain under our code of fair competition was lifted, with the result that a number of our elevators went back to this practice; following which the board of directors instructed that I have introduced before the General Assembly a measure to

amend our warehouse laws so as to place all country elevators known as Class B warehouses, under much the same regulations as class A elevators located in our terminals.

New Warehouse Law—After a conference with the Illinois Commerce Commission, and the Farmers Grain Dealers Ass'n, N. L. Hubbard, our former pres., and now a member of the General Assembly, introduced a bill for this purpose in the House, but as the regular session was in its closing days it was caught in the legislative jam incident to adjournment and failed of passage. It then appeared that no change in our Warehouse Act could be had before 1937, but when the Governor called the General Assembly into special session Mr. Hubbard persuaded him to include a change in our warehouse laws in the call, and on Feb. 18, 1936, Mr. Williams introduced our bill in the Senate, where it was promptly passed and sent over to the House, which also acted favorably upon it, and now that it has been signed by the Governor, it becomes a law July 1, 1936.

This Act places those country elevators doing a grain storage business under regulation of the Illinois Commerce Commission much the same as the Class A elevators in our terminals, and will give to the farmers of this State the protection long needed on any grain that may be placed in store.

Musty Oats—With the threshing of our small grain crop it was found that our Illinois farmers had raised plenty of straw, but little grain, and that of poor quality. This with a wet harvest caused a large percent of our oats to be graded sample on account of being musty, but which had only a ground or straw odor that could easily be eliminated at the terminals, and by the processors. Then the country shippers had trouble getting their Brown-Duvel testers to check with the Tag-Heppenstall meters, used in the terminals.

The Illinois dealer is not satisfied with the present oat standard, nor does he understand in this day of great unemployment the need for speed, which is as I understand the reason given for adoption of the Tag-Heppenstall machine. There are plenty of capable men in this nation, who have plenty of time, that would like the job of inspector.

Trucking Grain—The Associated Southwest Country Elevators have a com'te on truck regulation, headed by Frank A. Theis, of Kansas City. I attended their meeting in Kansas City in February and assured them of our hearty co-operation. What may be a solution in one territory may be of no value in another. For example, elevators in a couple of territories by charging the Missouri truckers two cents a bushel for weighing the grain purchased from farmers, caused these truckers to give up purchasing grain from the farmers in their territories, but this would not stop that trucker buying grain from the farmer basis weights at our terminals. When it comes to these truckers operating to our terminals we must have the help of the rail carriers. If the Pettengill Bill, now before Congress, passes the railroads will be in a position to extend this help.

Commodity Exchange Bill—I have put forth every effort to prevent the passage of the Jones Commodity Exchange Bill, which, if enacted into law will cause a more narrow market for farm produce and permit the Farmers National Grain Corporation to rebate commissions to its elevator affiliates.

I have attended as many local meetings throughout the past year as my duties would permit, however not as many local meetings have been held as I feel should, and I trust this coming year that there will be a renewal of interest in these meetings as they are the real ground work of our organization.

Our membership is approximately the same as a year ago.

The following is the receipts and expenditures for the period May 1, 1935 to May 1, 1936:

RECEIPTS

Balance on hand May 1, 1935.....	\$ 605.68
Membership dues.....	\$3,352.00
Directory advertising.....	1,127.41
All other sources.....	150.00
Total	\$4,629.41
	\$5,235.09

DISBURSEMENTS

Postage	\$ 139.96
Stenographer	900.00
Annual convention	63.13
Telephone, telegraph and express	81.45
Officers' expense	6.00
Office supplies	61.52
Secretary's expense	422.52
Directory printing	442.48

Dues to National Ass'n	165.00
Dues to Chamber of Commerce of the U.S.A.....	15.00
Sec'y's salary	2,400.00
Balance on hand May 1, 1936.....	\$ 538.03

FRED E. VERRY, treas., of Armington, reported \$5,235.09 received and \$4,697.06 disbursed during the year, leaving a balance of \$538.03 on May 1.

A. C. KOCH, of Breese, chairman, stated the executive com'te had nothing to report.

Thursday Afternoon Session

A nomination com'te composed of H. A. Hillmer, Freeport; Thos. Ogden, Rantoul, and T. E. Hamman, Arcola, was named by Pres. Potter.

Resolutions com'te: W. A. Webb, Le Roy; L. E. Tripp, Assumption; Geo. E. Booth, Chicago; John Brennan, Chicago.

LEW HILL of Indianapolis, Ind., chairman of the uniform grades com'te of the Grain and Feed Dealers National Ass'n, read a paper on "How the Changes in Grade Standards Have Affected the Country Shipper," which is quoted elsewhere.

Musty Oats in Grading—Variation in Moisture Testers

FRED G. SMITH, of the U. S. Dept. of Agriculture Federal Grain Supervision, Chicago, covered some of the controversial points in the grain grading rules.

Mr. Smith admitted that some trade organizations opposed all the changes in the standards for the 1934 crop, but claimed that many of them supported the revisions. Altho Mr. Smith did not analyze the character of the support it is understood all the growers, sellers and shippers opposed the changes in the corn grades while buyers favored the changes.

Mr. Smith said:

Change in Corn Sieve—The first proposed change in the federal grain standards mentioned in the discussion was the request that the specifications for the corn sieve be changed from 12/64 inch perforations to 10/64 inch perforations.

Observations of shipments of corn from Chicago at the time this request was made showed that many shipments which were graded No. 4 using the 12/64 sieve would have been graded No. 2 had the 10/64 sieve been used. Two samples of kiln-dried corn exhibited here will show you the character of corn which might grade No. 2 and No. 3 using the 10/64 sieve. You will agree, after examining these samples, that this corn contains more fine material than it is desirable to have in satisfactory deliveries of the corn of these grades.

Soybean Inspection—Your attention is called to the fact that soybeans are now being inspected under the Food Products Inspection Act, which contains no mandatory provisions for the inspection of shipments and sales by grade. Any administrative decision placing soybeans under the Grain Standards Act would bring the inspection of soybeans under the penalty provisions of the United States Grain Standards Act, which are mandatory, and violations are punishable by fine or imprisonment. It is not believed to be desirable to administer soybean inspection under such a mandatory act except under explicit legislative authority.

The Tag Moisture Meter was used by offices of federal grain supervision for one year, and in some instances two years, before its general use for the 1934 crop. Previous to this it had been tested extensively.

The Department believes that, in expert hands and operated with proper precautions, satisfactory moisture results can be secured with the use of the Tag Moisture Meter. In any event, when the moisture in a sample of corn has been equalized by being held in an air-tight container over night, or at most 24 hours, the results secured by the Tag Moisture Meter are satisfactory.

Oil Boiling Test Was Wrong on Soft Wheat at 190 Degrees—The advice to users of the Brown-Duvel device that the soft red winter wheat cut-off temperature be 190 degrees was made solely in the interest of accuracy so that they might be able to determine moisture more nearly in accordance with the official oven methods. It also brought the soft red winter wheat moisture results more nearly into line with hard winter wheat results when the Brown-Duvel device is used. It should be remembered that this advice was intended only to be helpful, and it was not a change in the official grain standards.

Researches of this Department definitely establish the necessity for this change in temperature cut-off if country dealers are to accu-

ately determine moisture in soft red winter wheats using the Brown-Duvel device. These researches also establish the fact that soft red winter wheat is not decomposed at this temperature and water of constitution freed. No more moisture is obtained with the Brown-Duvel device than with the Ass'n of Agricultural Chemists' oven test which is the standard.

Musty Oats Grading.—It is obvious that it is only thru the consideration of individual samples that a more definite meeting of the minds can be had. If you will bring samples to general field headquarters at Chicago, a satisfactory understanding can be reached, and you will have no objection to offer to the official interpretation of the factor musty odor in oats.

You will notice from the Chicago cash sales quotation distributed here today that on May 13, No. 4 oats sold from 24 $\frac{1}{4}$ c to 25 $\frac{1}{4}$ c, while sample grade oats sold from 21c to 27c. This is quoted to show that at the good sample markets, such as those to which you ship, you can get the value of your sample grade oats and that such a decomposition factor as musty is strictly a sample grade condition. It is not maintained that musty oats sold for 27 cents, but these figures indicate that when sample grade oats can sell for more than No. 4 on the sample market, it is no serious detriment to musty oats to be graded sample grade instead of No. 4.

It is the policy of the Department to put such decomposition and out-of-condition factors as musty into sample grade, thus cleaning up the lowest numerical grade and enhancing its value. It is believed that it is more important to maintain and sustain the value of these sound No. 4 oats, which are mostly of light test weight in this territory, than to attempt to add value to a much smaller number of cars of musty oats which, no matter what they are graded, are a sample grade proposition anyway.

Locating Cars for Appeal Sampling.—You can do much to bring about a more satisfactory handling of appeals in a more efficient and economical manner through the furnishing of information as to the location of the grain involved in appeals, which will enable supervision samplers to go directly to the grain to secure appeal samples.

A great deal of grain grading educational work has been done, particularly in the Northwest. This work has been so well received and is in such great demand that the extension service of the Department has established a special project to conduct such work and has placed Mr. W. P. Carroll, whom most of you know, in charge of this work.

W. P. CARROLL, Chicago, of the Federal Grain Supervision: We have a plan to carry grain grading knowledge to the grain dealers and the producers, to teach the dealers how to load their cars evenly. We have therefore started these grain grading schools. We would be glad to have you people get together and organize some of these grain grading schools.

LEW HILL: Are you satisfied with the musty oats situation?

JOHN BRENNAN, Chicago: If not musty, the oats should not be called musty, just because they have an odor. The inspector ought to differentiate between one odor and musty.

R. C. BALDWIN, Bloomington: We get

the test weight and whether musty or not. All the factors in oats grading should be shown on the inspection certificate; and buyers and sellers alike should have the information.

Superficial odors are called musty, but there is a tremendous difference as to the cause of the odor. Bin-burnt kernels of themselves are sufficient to put oats in sample grade. If not bin-burnt grade the oats on merits as to odor. The ordinary storage odor is erroneously called musty. The percentage of bin-burnt grain that cause that odor should be made known.

GROVER HOFF, Springfield, sec'y of the Illinois Commerce Commission, read excerpts from the newly amended warehouse act of Illinois, and said: In 1933 when I became connected with the Commission I found little attention has been paid to warehousemen. We then adopted rules and regulations. The new law enacted in 1935, effective July 1 next excepted grain. In 1935 I worked for H.B. 1088, but it failed to pass. It was similar to the new law effective July 1, this year. It is my opinion the law contemplates a charge for storage. Before the law can amount to anything there must be some co-operation between yourselves and the Commission in the drafting of regulations. If you do not assist the Commission the law will be a failure.

I believe a bill will be introduced placing intrastate operation of trucks under regulation.

W. C. McMICHAEL, Lawrenceville: It would be a waste of money to put up a bond for only a little grain. It is almost impossible for 50 per cent of the elevators to qualify.

MR. POTTER: It is not difficult to get a bond in Iowa, and the same bonding companies will operate in Illinois.

R. A. TROVILLION, gen. frt. agt. Illinois Central R. R., Chicago, urged enactment of the Pettengill Bill permitting the railroads to make lower rates for longer than for shorter distances, subject to approval by the Commission. In part he said:

Unregulated trucks can make any rates they choose from the farms to the river terminals and unregulated barge lines can make rates from these river terminals to other ports without regard to rates to intermediate points.

The Illinois grain dealers have directly felt this situation in the last few years. If other forms of transportation are to supersede the railroads in the handling of the Illinois grain crop, then existing facilities constructed for railway transport must make way for facilities adapted to the other forms of transport. If the waterways are to make rates that the railroads cannot meet under existing conditions, then the grain growers and the grain handlers located

along the waterways will have an advantage over the grain growers and dealers in the interior.

For many years the Illinois Central handled large quantities of grain from the great grain growing sections of Illinois to the lower Mississippi Valley. With the development of trucking and the expansion of barge operations on the Illinois River rates on grain very much below existing rail rates were established from the Illinois grain fields to the lower Mississippi River ports. To overcome this handicap the Illinois Central petitioned the Interstate Commerce Commission for relief from the long and short haul clause seeking permission to make rates 125 per cent of the barge rates from the Illinois River ports of Havana, Pekin and Peoria to New Orleans for export and coastwise movement.

The Commission in its decision of Jan. 29, 1934, denied the relief from Peoria and Pekin. On further hearing, the Commission on Oct. 29, 1934, granted similar relief from Peoria and Pekin, inasmuch as water facilities had by that time been constructed, but this relief, as at Havana, was too high to enable the railroads to meet the water competition.

Subsequently, the Illinois Central filed another petition with the Commission to make rates on grain from Chicago and Illinois and Mississippi River ports based on 125 per cent of the barge line rates, but on November 15, 1935, the Interstate Commerce Commission denied the petition on the ground that the rates we wanted to publish were TOO LOW. If we had been permitted to publish these rates from the River ports, we would have been able successfully to meet both the barge competition from the ports and the combined truck and barge competition by publishing rates from the interior country stations with relation to the reduced rates from the river ports.

The long and short haul clause of the fourth section of the Interstate Commerce Act, from the provisions of which ALL CARRIERS EXCEPT THE RAILROADS ARE ENTIRELY FREE and which the Pettengill Bill proposes to change, is distinctly a regulation that hampers the railroads and favors motor truck and waterway carriers. It has been, and as long as it is in effect, it will continue to be, an influence toward depression of rail traffic and revenues, and toward HIGHER FREIGHT RATES than otherwise would be required on the products of the farm which continue to move by rail.

Passage of the Pettengill Bill is urged solely because present long and short haul regulation is unfairly discriminatory against the railroad industry and its patrons and employees; because it unduly impairs the serviceability of the railroads to the whole country and because it arbitrarily shifts to the farms, and other shippers peculiarly dependent upon rail service an undue proportion of the cost of sustaining rail transportation.

EDWARD HART, Chicago, frt. traffic mgr. of the B. & O. and Alton: Interest of grain dealer and the railroad is identical as far as meeting truck competition is concerned. We have management by the Interstate Commerce Commission without responsibility. Legislation is now before Congress that will add to the burden of the railroads. A reasonable return is stated to be 5 $\frac{3}{4}$ per cent; it is now only 1.96 per cent. The Commission has not given a level of rates returning the lawful earnings. Government ownership is the next step unless the railroads can be made to function and pay.

E. E. KOHLWES, assistant traffic manager of the St. Louis Merchants Exchange, read a paper giving data on truck movement of grain in Illinois, which is published elsewhere.

The Banquet

After the well chosen viands on the bill of fare had been disposed of Toastmaster Chas. J. Potter introduced Ex.-Pres. Geo. H. Hubbard of Mount Pulaski, who was asked to give reminiscences from his 40 years in the grain business. The problems affecting the grain business at present were very different from those of 40 years ago and he saw no remedy.

CHARLES S. CLARK, Chicago, was asked to tell of the early work of the Ass'n and responded by giving a review of the activities of the Illinois Grain Dealers Ass'n during its formative period and describing the personalities of the Association leaders of that day.

B. W. SNOW, Chicago, delivered an able address on the "Agricultural Trouble—Its

[Continued on page 430]



Standing, left to right: Directors Harry Grings, Farmer City; W. A. Webb, Le Roy; A. C. Koch, Breese; L. W. Railsback, Weldon.

Seated: 2d V. Pres. W. C. McMichael, Lawrenceville; Sec'y W. E. Culbertson, Delavan; Pres. Chas. J. Potter, La Rose; 1st V. Pres. L. B. Walton, Mayview; Treas. Fred E. Verry, Armington.

Panhandle Dealers Condemn Jones Bill

Notwithstanding wheat prospects are no better than a year ago grain dealers of Texas turned out nearly 100 strong for the 22nd annual convention of the Panhandle Grain Dealers Ass'n, in the Herring Hotel, Amarillo, May 15-16.

In resolutions adopted at the closing session the organization severely condemned the Jones Commodity Exchange bill, and urged state legislation that would enforce present Texas truck control laws.

Friday Morning Session

PRES. C. L. LEDWIG, Groom, presided at the opening session.

MAYOR ROSS D. ROGERS, Amarillo, officially welcomed the delegates.

TOM CONNALLY, Clarendon, responded on behalf of the ass'n, remarking that the organization had matured, having passed its 21st birthday; and that, while the wheat looked dead it still had sufficient recuperative power to make a respectable crop if it would only rain.

PRES. LEDWIG passed his president's address by repeating the old Chinese proverb to the effect that "he who keeps his mouth closed may be thought dumb, but he who opens his mouth risks leaving no doubt."

SECY JOE S. MORRIS, Amarillo, read the minutes of the 21st annual convention, held a year ago, and the financial report of the ass'n. His report was approved.

FRANK A. THEIS, Kansas City, gave an illustrated talk on "The World's Wheat Crop," assisted by Frank M. Stoll, Kansas City. The talk described colored pictures that were thrown on a screen, illustrating the first grain exchange, the Hall of Wheat, in Paris in 1802, where wheat was first handled on a commission basis, consignments being sold to the highest bidder. In this hall the actual wheat in sacks, changed hands.

The illustration of this first grain exchange was followed by other illustrations showing primitive methods of tilling the soil, sowing, harvesting, and storing wheat, in Egypt, India, Russia, England, and many other Old World countries. Modern methods, said Mr. Theis, are found only in the United States, and countries that have been quick to accept the machinery and mechanical methods of this country.

"Wheat production," said Mr. Theis, "dates farther back than is within the written records of man. Wheat is grown over all the world, and is being harvested somewhere at every season of the year. Countries that once produced a surplus have often become deficit countries, then returned to production of a surplus. A few years ago Europe took all the surplus of the United States and Canada, now several European countries are producing more than their requirements. We shall be well pleased when the governments of the World become better satisfied to let nature take its course, let international trade again develop, and give commerce a chance."

With the illustrations of modern grain exchanges in this country Mr. Theis remarked: "These exchanges, where futures trades keeps a constant market so that the farmer may sell his wheat at any time, are threatened by the Jones Commodity bill, already passed by the House, and up for discussion before the Senate. Adoption of this bill will mean the destruction of speculative trading and force the marketer of wheat to find an actual cash buyer for the commodity. Obviously this will mean that greater margins will have to be taken by the handlers of wheat, to protect themselves from vacillations in market values.

"Our domestic market for wheat has suffered a reduction of 200,000,000 bus. in the demand, due to reduced consumption of wheat. Before the War the American people consumed 5½ bus. of wheat per capita annually. Today they consume only 3¾ bus. If we could return to greater consumption in this country our farmers would have a better market for their wheat."

PRES. LEDWIG appointed the following committees:

RESOLUTIONS: Harry L. Kearns, Amarillo, chairman; J. C. Crouch, Dallas, and W. N. Martin, Vernon.

NOMINATIONS: W. A. Barlow, Amarillo, chairman; Blake Hankins, Tulia; Calvin Steen, Floydada.

AUDITING: H. C. Adams, Amarillo, chairman; A. J. Mayfield, Dalhart, and E. J. Shuman, White Deer.

Adjourned to Saturday morning.

Amarillo Dinner-Dance

The annual banquet, dance and bridge party was held at the Amarillo Country Club, where between 150 and 200 grain dealers, their wives, and sweethearts, gathered at 6:30 p. m. Friday.

A fried chicken dinner was followed with several humorous stories from Toastmaster Harry L. Kearns, and an entertaining impersonation and a skit on domestic life in 1999 by local talent.

With clearing away of the banquet tables the annual dance was started, and in an adjacent room bridge tables were set up for the party that continued until past midnight. The grain dealers have always enjoyed their annual party at the Amarillo Country Club.

Saturday Morning Session

PRES. LEDWIG presided at the second session.

HARRY L. KEARNS, Amarillo, discussed railroad rates on Panhandle products, making comparisons between inter- and intra-state rates and the manner in which they work thru Amarillo. Most of his discussion centered on the Sorghum Seed Case, wherein eastern and northern trunk lines propose to remove sorghum seeds from the commodity tariffs and place them in the class tariffs. This would have the effect of sharply increasing most of the rates on cane seed, sudan, kafir, millet and kindred seeds. A suspension of the proposal has been won but the case has not been fully decided, due to the attitude of northern trunk lines.

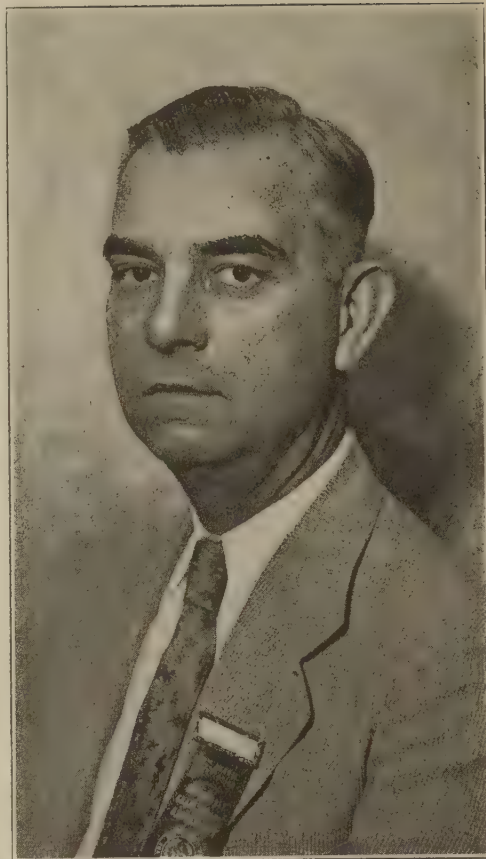
"The Panhandle area," said Mr. Kearns, "has constantly suffered from rate increases. It produces a large volume of sorghum seeds, as much if not more than other areas. We can not make money on 40c cane seed, and 18c kafir, and there is no sound reason why these products should pay rates comparable with \$12 clover seed. In the interests of the farmers of the Panhandle as well as ourselves we seek to retain present rates on sorghum seeds, for only by returning more money to the producers can we make any money for ourselves.

"Permit me to pay high tribute to the boys who have donated their services on these rate cases, to the cause of the Panhandle farmers, and to the railways, who now give evidence of wanting to cooperate with us in making it possible for us to reach markets for our products."

H. M. BAINER, Amarillo, of the agricultural department of the Santa Fe Ry., reviewed Panhandle crop conditions. He said:

PANHANDLE WHEAT PROSPECTS

Surface moisture in the Panhandle last fall gave wheat a good start, and an excellent stand



Pres.-Elect Ben F. Smith, Plainview, Tex.

appeared on the 4,000,000 acres sown, with good plant and root development. But sub-soil moisture was insufficient to carry the crop, and rains failed to appear during the winter and spring months to continue its development.

We still have sections and strips that will make some wheat. Farmers are doing a better job of farming, summer fallowing, keeping down the weeds, and planting in contour ridges that have held a maximum of the available moisture. If we had had rains even six weeks ago we would have produced a good crop of wheat.

Today 50% of the acreage sown last fall has been abandoned. This leaves 2,000,000 acres that still have a show for something. About 750,000 of this remaining acreage is capable of making between eight and 10 bus. per acre, which gives us a show for between 6,000,000 and 7,500,000 bus. wheat. Another 750,000 acres are in the doubtful class, capable of making 3 bus. per acre under favorable conditions from now to harvest. Some of the remaining acreage will be harvested only for seed.

This gives the Panhandle area a total maximum production possibility for this year of from 8,000,000 to 10,000,000 bus.—under favorable conditions.

K. J. EDWARDS, from the Amarillo office of the State Extension Service, in charge of experiments on wind erosion, said:

SOIL EROSION AND PAYMENTS

A mistake was made in breaking out a good deal of the soil in the Panhandle. Twenty-five counties are suffering severely from wind erosion. About 3,000,000 acres are involved, and the department of agriculture is concerning itself with 2,000,000 of the most seriously suffering areas.

From the national standpoint wind erosion destroys production 20 times faster than cropping. Probably it is a good thing that the A. A. A. was declared unconstitutional. The new plan is better, because it makes its payments in reward for practices which rebuild the land and save it for future production. At the same time money is also being spent, of which we hear little, to build new markets which will take increased production when they become available.

The biggest payment under the new plan follows taking 15% of the total producing acreage out of production of soil depleting crops, and placing it in production of soil building crops, or under soil conserving practices. Summer fallowing on a contour earns the payment. Payments on this 15% will be between \$6 and \$8 per acre.

Farmers practicing strip cropping of their land, which means planting in strips or in wide

rows, or planting wheat or sorghums solid and plowing them under, become eligible for the payment.

Under the liberal educational plan now available farmers are paid to do what they ought to do of their own accord. Additional payments are also available, 50c an acre for contouring the land, 40c per 100 ft., but not more than \$2 per acre, for terracing where terracing is needed. Sowing sorghum or millet seed to be plowed under will earn \$1 per acre, but few farmers will follow this practice because they want to plant their acreages in wheat this fall.

The present plan is highly elastic. Filling out a work sheet does not obligate a farmer. Payments depend upon the number of farmers who sign up for the plan and develop the soil building program, and will probably begin this fall.

If the county com'ite finds that a farmer is not properly protecting his soil, the grant may be disapproved. While payments will be made on 15% of the acreage, the remaining 85% must also be protected.

H. T. COLLMAN, Amarillo, U. S. Weather Bureau, discussed weather forecasts, calling attention to weather cycles of 11 years, which are now attracting attention, and the short time cycles of 7, 14 and 28 days during which weather repeats itself. The short cycles are temperature cycles, but are somewhat related to moisture.

FRANK A. THEIS, Kansas City, discussed the fight on trucking being waged by the Associated Southwest Elevators. He said:

"Our purpose is to coordinate the effort of all the grain trade ass'ns in the Southwest and find a means of solving the problem created by the itinerant truck peddler thru legislation, specifically applied to the problem in each state.

"This trucking problem is the most serious problem with which the grain trade has been confronted. Two more years of development of truck merchandising such as we have seen will transfer the grain business to the trucks.

"Our general com'ite on trucking has several sub-com'ites. The Port of Entry com'ite is concerned with reciprocity between states. At one port in Kansas City, Kans., 5,000 trucks are checked thru daily, going into Kansas for delivery or sale of merchandise and commodities, and there are 64 such stations in the state.

"Our legislative com'ite is concerned only with the grain merchant on wheels, not with contract haulers, not with farm vehicles used in hauling farm commodities. Here in the state of Texas you have a law that limits loads to 7,000 lbs. But it is not adequately enforced. Some of the elevators actually help the truckers, weighing their loads, and trading with them.

"The federal Motor Carriers' Act in no way covers the itinerant truck merchant or peddler. Federal regulation will bring no relief to the

coal dealers, lumber dealers, live stock industry, fruit and vegetable industry and others that are concerned.

"Legislation in each state that will place the truckers on a competitive basis with the regular tax paying trade is strictly one of self-preservation. For this reason we have a License com'ite. The railroads must help on this proposition, hence we have a Traffic and Rate com'ite.

"A survey of Iowa and South Dakota shows that 75% of the corn moving out of those states last year, moved by truck; in Missouri from 75% to 90% of the corn bought by feeders was brought in by truck.

"In the nine states of the Southwest there are 12 state grain ass'ns, 20 terminal markets, 16 farmers cooperative organizations, all of which should bend their efforts toward placing the trucks on a competitive basis.

"Work along this line is bound to be slow. So far we have succeeded in winning a 6½c per 100 lbs. reduction in the freight rate on corn moving from producing territories in Iowa and South Dakota to consuming territories in Kansas and Missouri."

PRES. LEDWIG appointed a trucking com'ite to work with the Southwest ass'n, composed of H. L. Kearns, Amarillo; L. V. Nelson, Claude, and John H. Winters, Amarillo.

The Resolutions com'ite reported the following resolutions, which were unanimously adopted:

Resolutions Adopted by Panhandle Ass'n

Thanks

RESOLVED, That we extend a vote of thanks to the City of Amarillo and its Mayor Ross D. Rogers, for the splendid welcome and reception extended us by the city, to the Herring Hotel for the courteous treatment given us and to the Amarillo Grain Exchange for its splendid entertainment.

Oppose Jones Bill

WHEREAS, there has been introduced in Congress what is known as the Jones Commodity Exchange bill, which has for its purpose the restriction of free and open trading on commodity exchanges; and

WHEREAS, any legislation of this nature is very dangerous and harmful to the open, competitive marketing system, and harmful to the natural flow of grain and farm products from the producer to the consumer, and would break down the present efficient and economical methods of marketing now in practice, therefore, be it

RESOLVED, that we oppose this bill or any similar legislation that tends to restrict free and open competitive trade or tear down our present efficient and economical marketing system; and be it further

RESOLVED, that a copy of this resolution be sent to our members in Congress.

Demand Regulation and Taxation of Trucker Merchants

WHEREAS, the Great State of Texas is building and maintains a system of public highways at great expense to the taxpayers and motorists of the state, and

WHEREAS, such roads were primarily intended for automobile and farm-to-market use but are, in many instances, being practically monopolized by commercial vehicles engaged in long hauls and in commercial pursuits for which such highways were not and should not be built, and

WHEREAS, great numbers of itinerant truck merchants and peddlers are permitted to use such roads as a place to conduct their business in buying and selling grain, fruit, produce and other merchandise, avoiding long established marketing facilities and recognized methods of marketing and distribution, selling their wares to innocent purchasers without inspection, bond, regulation, taxation or responsibility, thus perpetrating frauds as to quality and quantity of goods sold, unduly depressing markets and unfairly competing with established and responsible business institutions which are taxpayers and permanent members of their respective local communities, and

WHEREAS, foreign trucks, by being permitted a limited number of trips into the state without taxation are thereby permitted to defraud the state and virtually escape taxation through the inability of the state to keep count of the number of such tax exempt trips, and

WHEREAS, although the laws of this state impose reasonable and necessary limits to the size and weight of commercial vehicles on the public roads, laxity in the enforcement of such laws permits great numbers of excessively large and greatly overloaded trucks to overrun and monopolize the highways, resulting in damage to such roads and causing injury and death to other highway users, now therefore, be it

RESOLVED, that the Panhandle Grain Dealers Ass'n hereby recommend and urge the prompt enactment of legislation to regulate and tax on a competitive basis the business and operations of itinerant truck merchants and peddlers; the elimination of any permitted tax exempt trips into the state by foreign commercial trucks; the establishment by the state at the border lines of the state and elsewhere, of proper facilities to inspect efficiently and collect proper taxes from commercial motor vehicles; and the immediate and strict enforcement of existing laws regarding the size and weight of motor trucks, and be it further

RESOLVED, that the Panhandle Grain Dealers Ass'n support the efforts of the Associated Southwest Country Elevators in their endeavor to bring about proper legislation to regulate the itinerant, trucker dealer in farm commodities; and be it further

RESOLVED, that a copy of these resolutions be sent to Governor James V. Allred, the Texas Railroad Commission and to each representative in the State Legislature.

The Auditing com'ite approved the financial report of the sec'y. Its report was adopted.

THE FOLLOWING officers and directors were elected: Ben F. Smith, Plainview, pres.; H. C. Adams, Amarillo, vice-pres.; Joe S. Morris, Amarillo, sec'y-treas. Directors: Tom Connally, Clarendon; Warren Howard, Amarillo; Henry Edwards, Floydada; J. A. Pitman, Hereford; E. C. Shuman, White Deer.

Adjourned *sine die*.

Panhandle Convention Notes

THE LADIES were happy to join with the men in the annual dinner dance Friday evening, but Saturday morning they held their own breakfast-bridge at the Blackstone hotel.

M. D. DILLON, of the Scale Repair Co., was developing scale deals at the convention.

PENCILS were distributed by Transit Grain & Comm. Co. and by C. M. Carter Grain Co.

BEN U. FEUQUAY and his son, Jim, drove from Enid, Okla., to the Amarillo meeting early Friday morning, observing the wheat crop along the way, yet arriving in time for the opening session.

BEN MARTIN, Vernon, spent every spare minute getting about to nearby Panhandle points, continuing to do business in spite of the poor prospects for wheat.

MANY VISITORS enjoyed a visit to the Canyon, a few miles from Amarillo, during the afternoon of the first day. It was a costly trip for Harry Kearns. Someone failed to supply his car with oil. Its bearings were burned out before his party reached the Canyon, with its museums, and historical pieces, and his car

[Concluded on page 411]

Officers Panhandle Grain Dealers Ass'n



Left to right: Vice Pres. H. C. Adams, Amarillo; Pres. Ben F. Smith, Plainview; Sec'y Joe S. Morris, Amarillo.

Texas Dealers Denounce Trucking Merchants and High Freight Rates

The economic future of the grain business in Texas, the development of machinery in agricultural pursuits, the position of the itinerant truck peddler in relation to elevator operation, were subjects carefully considered at the 40th annual convention of the Texas Grain & Feed Dealers Ass'n, held at the Texas Hotel, Fort Worth, May 19-20.

A large number of delegates attended the first session, held in the "Longhorn Room" of the Texas Hotel.

Tuesday Morning Session

PRES. C. P. SHEARN, JR., Houston, called the first session to order Tuesday morning.

Invocation was pronounced by Dr. C. G. Fox, Rector, Trinity Episcopal Church.

W. L. NEWSOME, pres. Ft. Worth Grain & Cotton Exchange, welcomed the delegates. Said Mr. Newsome: "The grain trade has suffered about every form of political interference yet known. There was the Farm Board, then crop reduction plans, and finally the Weatherman came along and showed us really how to reduce a wheat crop. But we are still in business and we still have hopes."

S. E. CONE, Lubbock, first vice-pres., responded for the ass'n, expressing appreciation for a meeting place, for the many visitors from other markets, and for the Fort Worth market, which has always been ready to accept the country station's grain.

PRES. SHEARN gave his annual address.

President Shearn's Annual Address.

My friends, it is a fine thing for people in the same line of business to take these two days off each year to meet together and discuss their common problems, but better yet, it is a splendid opportunity to meet the fellow face to face that you have done business with and see what he looks like and at the same time you have the opportunity of finding out just what his fellow dealers think about him.

The activities of the Association during the past year have been considerably curtailed on account of the lack of funds with which to work, but I am glad to say that this situation has been relieved. Our Secretary informed me just a month ago that his suit to recover the embezzled funds had been passed on by the Supreme Court and that the decision was in his favor and that the money was back in the bank to his credit. The incoming administration can go forward knowing that there are funds with which to work, a very comfortable feeling I can tell you.

However, in spite of the lack of funds the Ass'n has been able to do some very fine work, but had it not been for the unselfish devotion of three members to the Association this could not have been accomplished. I refer to Mr. K. K. Smith, Chairman of the Traffic Advisory Board, Mr. Royce Dorsey, Traffic Counsel, and our Secretary, Mr. Blewett. These three men have given their time ungrudgingly and have spent their own money in many instances to combat the evil effects that were thrust upon us by the so-called Traffic Experts who attempted to construe the Interstate Commerce Commission's order in parts of the 17,000 case to be an order to destroy the grain and milling industry in Texas. The publication of WTL Tariffs 330 and 331 by this group came very near doing it. It was only through the untiring efforts of Mr. Smith and Mr. Dorsey, supported by those who could be impressed with the seriousness of the situation that the Carriers began to see the evil of their ways with the result that many objectionable rules have been withdrawn and others are in the process of discussion with the view of republication more compatible to the interests of both shipper and carrier.

At the beginning of this administration your Board of Directors at my suggestion attempted a membership campaign, every administration does, well, ours like that of our predecessors failed. We brought in a few members who were personal friends of ours but the membership in general failed to respond so after our puny efforts nothing more was done because we just could not get you fellows to get up any enthusiasm. If each of you would seriously consider this matter you would be surprised how fast the membership would grow. This is a serious subject and deserves your best thought for it is the Association and not the individual that im-

presses Commissions and Governmental Divisions it contacts. If the Association does not cover at least two-thirds of the industry they do not pay any attention to it and in going into meetings with these bodies that is the first question asked of the Association representatives. If your Association is going to be of any value to you, you must see that it covers the industry and it is an individual job, not one that you can hire out. I hope the incoming Administration will have better luck.

I have enjoyed my tenure of office, the contacts that I have made on account of my position have developed splendid friendships. The Board of Directors have cooperated in every way and have worked unselfishly for your interests. I have appreciated this for it has made my burden lighter. Mr. K. K. Smith, Chairman Traffic Advisory Board, and Mr. Dorsey have helped me in most substantial ways, ways that would have cost the Association a lot of money had they not been as interested as they were and I am deeply grateful to them.

Mr. Blewett has been the backbone of the Association throughout this year of "NO FUNDS." If it had not been for his ingenuity I do not know how we would have functioned but he always rose to the occasion and found a way to do it. He deserves not only my thanks but the thanks of all of you for he sure has held the association together during a mighty trying time.

SECY G. E. BLEWETT, Ft. Worth, reviewed activities of his office during the last year, showing settlement of 18 disputes without arbitration, collection of several railroad claims.

Membership has remained steady, except for a minor loss in numbers, due to mergers of existing grain firms. Finances have been rebuilt.

DR. A. B. COX, Buro of Business Research, University of Texas, Austin, reviewed agricultural economics in the Southwest, and what may lie in the future, in an exhaustive address that sharply criticized many political actions that have come to economic grief. Development of restrictions on trade between states he considered a possibility. His address is published elsewhere in this number.

R. T. DORSEY, Ft. Worth, Traffic Counsel, explained the Sorghum Seed Case B and other rate matters affecting Texas:

"The 17,000 Ex Parte 7 grain order," said Mr. Dorsey, "was the most important rate matter of the last year, but it brought little relief

to the Southwest, nor will it until the South-eastern case, Ex Parte 7a, is settled. We are now on the highest rate basis we have ever been. A comparison of rates on a mileage basis shows 30½c as the highest rate on wheat for 400 miles in any other part of the country. Yet we pay 33c.

"Attempts to take our five grain sorghums out of the commodity tariffs and increase their rates by putting them into the class tariffs, have been suspended, while oral argument is given before the I. C. C. at Washington. We seek grain rates for our sorghums, millet, sudan, cane, sunflower seed, and kafir. They are low priced commodities, used largely for feed."

PRES. SHEARN appointed the following committees:

RESOLUTIONS: J. C. Hunt, Wichita Falls; R. T. Dorsey, Ft. Worth; Martin Giesecke, San Antonio.

NOMINATING: E. W. Crouch, McGregor; A. E. Ruhman, Waco; J. S. Lindsey, Houston.

FINANCE: J. C. Crouch, Dallas; W. B. Chambers, Sanger.

Adjourned to Wednesday morning.

Texas Dinner-Dance

The annual dinner and entertainment was held Tuesday night in the Casino at Lake Worth. The order was "no speeches," and the banquet was marked by the absence of a speakers table. Between 200 and 300 guests made up their own parties, or gathered at a long table where wit and humor flowed freely.

For dancing there was the huge floor of the Casino and an excellent orchestra, turned over to the guests for the evening.

Wednesday Morning Session

PRES. SHEARN presided at the second session, held in the Crystal ball room of the hotel Texas.

FRANK A. THEIS, Kansas City, reviewed the trucking problem. Said Mr. Theis:

"The purchase and sale of grain and seeds by itinerant truckers is the biggest problem with which all classes of the grain trade have ever been faced. If in the future trucks continue to develop grain merchandising as rapidly as in the last couple of years, it is a safe estimate that they will have all of the grain business within two years, putting country elevators, terminal elevators and terminal markets alike, out of business.

"Our fight is not with the contract motor carrier—it is with the fellow who overloads inadequate equipment and does a peddling business in grains and other merchandise. This trucker is in no way covered by the Motor Carriers Act, and is in no way controlled by the I. C. C. But this is the kind of truck that is most frequently involved in the accidents we find reported in every daily paper; it is the irresponsible that is not protected with bonds or insurance, and that evades taxes.

"The Associated Southwest Elevators, representing the grain trade in the 9 Southwestern states, contends that these itinerant truckers should be forced to keep their equipment in good condition; be made to pay their fair share of the costs of building and maintaining roads; be required to carry adequate insurance and bonds, and be so regulated as to be on a competitive basis with other merchant traders. In this fight for our business lives we are joined by lumber, coal, livestock and many other interests that suffer the same way."

W. A. STEVENS, Kansas City, a special representative of the Associated Southwest Elevators explained how many frauds are perpetrated by truckers. "Some drivers," he said, "are paid half of what they can steal. That is their salary, so they become adepts."

FRANK M. STOLL, Kansas City, of the same organization, explained that questionnaires were available to all interested in accumulating data and finding a solution to the truck problem.

R. L. COLE, Krum, contended, "The only



S. E. Cone, Lubbock, Tex., pres.-elect Texas Grain & Feed Dealers Ass'n.

solution to the truck problem is lower rail rates. We have earnestly sought the cooperation of the railroads to no avail. Except for Arizona, Texas today is burdened with the highest rail rates of any state in the Union. If rail rates are to be so high, trucks are necessary to our businesses, and constitute our only weapon against exorbitant rail charges."

ALBERT BROWN, Lampasas, believes in trucks. Said he: "Our own truck, used only for local delivery, making no long hauls, cost us \$1,500, properly equipped with adequate brakes. On this we pay \$105 per year for licenses, \$750 per year in gasoline taxes, plus property taxes. Every year we are taxed over 50% on this investment. To me it seems these taxes are high enough. Our trucks are paying their share."

"We are able to make more money from grain working with the trucks than we could without them, and I venture that here in Fort Worth five families are being supported by the work of trucks to every one supported by the rails."

R. T. DORSEY, Fort Worth: "Trucks are the only available means for forcing railroads to give us reasonable rates."

DOUGLASS W. KING, San Antonio: "I move that the Texas Grain & Feed Dealers Ass'n go on record in favor of the intelligent, foresighted program of the Associated Southwest Elevators on the trucking problem, and that we express our appreciation for the work of Mr. Theis in this connection." Seconded. Carried.

R. T. DORSEY reported resolutions expressing appreciation for the efforts of speakers, and of the entertainment com'te; sorrow at the death of "Gus" Giesecke; and pleading for lower freight rates. The latter read:

LOWER FREIGHT RATES

WHEREAS, the grain industry and related industries are of material benefit to the welfare of this state, and

WHEREAS, the members of this organization make it possible for the farmers readily to market their grain and the consumers to obtain the benefits of such ordinary marketing on a competitive basis, and

WHEREAS, this industry is largely dependent upon various forms of transportation, more particularly the railroads, and the rates for transporting the merchandise handled by this industry, and

WHEREAS, this organization has for years felt that the charges for such transportation have been unreasonable and higher than they should be, as well as higher than in various other grain and feed producing territory or states, therefore be it

RESOLVED, that the Texas Grain & Feed Dealers Ass'n in convention assembled, demand, and use every effort, to lower our freight rates, and recommend further that a large per cent of this organization's finances be devoted to getting reductions.

Each of the resolutions was unanimously adopted.

The following officers were elected unani-

mously: S. E. Cone, Lubbock, pres.; J. C. Crouch, Dallas, first vice-pres.; W. B. Chambers, Sanger, second vice-pres.; G. E. Blewett, Fort Worth, sec'y-treas. Directors: Albert Brown, Lampasas; T. E. Melcher, El Campo, and H. B. Hankins, Tulla, in addition to the officers.

Adjourned *sine die*.

Texas Long Shots

An innovation in convention badges adorned the lapel of every delegate. A typewriter with letters more than half an inch high, printed the names on the badges. So every name could be easily read without close inspection.

Autopoint pencils were distributed by Smoot Grain Co.; automatic pencils, by Transit Grain & Commission Co.; bullet pencils by C. M. Carter Grain Co. Needle and thimble sets were the gift of Meyer & Jockusch. J. C. Crouch Grain Co., gave Texas Centennial gold pieces.

A reflection of the Texas Centennial spirit was the cowboy dress of several of the conventionites, notably Young Davitte, who wore a leather vest, a 10-gallon hat, and his customary yellow tie, and S. Hayes, of Whitney, who wore cowboy boots.

Several rooms about the Texas Hotel were popular, attracting big crowds, among them the suite of the J. C. Crouch Grain Co.

In Attendance at Fort Worth Meeting

Mutual Insurance was represented by A. Scott Thomson of the Millers Mutual Fire Insurance Co.

Seed firms were represented by J. S. Adams and N. L. Kelley of Dallas.

Bag men were Geo. W. Williams, M. W. Gary, S. P. Herd, and E. F. Eastman, Dallas, and C. E. Shipp, Houston.

San Antonio was represented by Douglass W. King, M. C. Giesecke, and J. F. Shanley.

From Amarillo came Harry L. Kearns.

Vernon's representative was W. N. "Ben" Martin.

Enid, Okla., sent Cecil Munn and C. P. Lander of the Enid Terminal Elevator Co.; J. Floyd Chance of the Salina Terminal Elevator Co., and P. J. Mullin.

Oklahoma country shippers present included G. D. Riffe, Texhoma, and H. W. Archer, Purcell.

Dallas sent Jack Burrus, J. C. Crouch, R. T. Cofer, Fred Honea, Tom A. King, C. F. Kohl, A. S. Lewis, G. H. Rogers, R. R. Stuard, Frank White, D. S. Donovan, F. E. Cowan and M. D. Dillon.

From Waco came John Clement, O. E. Blume, A. E. Ruhmann, and Albert E. Ruhmann.

Kansas City representatives were Frank A. Theis of Simonds-Shields-Lonsdale Grain Co., John M. Flynn, Charles B. Dreyer, L. A. Laybourn, H. J. Sosland (Moore-Seaver Grain Co.), and E. A. Cayce.

Houston's representatives were W. R. Archer, Geo. S. Colby, L. P. Claussen, C. V. Emmons, D. J. Green, J. W. Jockusch, Jr., J. S. Lindsey, Felix Meyer, A. F. Miller, and Chas. P. Shearn, Jr.

Texas Country Shippers included: Sam Cannon, Abilene; T. L. Hughston and Bert W. Self, Crowell; A. P. Ward, Dublin; M. C. Howard, Eddy; C. E. Lee, Greenville; Henry A. Wieser, Hamilton; F. B. Moore, Hamlin; Roy Cowan, Itasca; J. W. Price, Keller; R. L. Cole, Krum; Albert Brown, Lampasas; John E. Shive, Longview; S. E. Cone, Lubbock; E. W. Crouch, Marshall Crouch, and Tump Grady, McGregor; Howard Lawhon, Moody; R. R. Enders, Muenster; G. Dilley Broyles, and Robert H. Montgomery, Palestine; A. P. Hughston, and O. P. Hughston, Plano; W. G. Petta and H. L. Stover, Sherman; W. B. Chambers, Sanger; R. C. Ayers, Slaton; R. E. Wendland, and J. E. McDonald, Temple; John T. Schulz, Three Rivers; H. B. Hankins, Tulla; Walter E. Shive, Waxahachie; C. R. Hayes, and J. O. Hulme, Whitney; J. C. Hunt, Wichita Falls.

Spain Abandons Wheat Control

Interference with wheat marketing in Spain by the Government for the past 20 years led to increasing acreage on marginal lands and a present surplus of 22,000,000 bus., of which the Government holds 14,000,000.

Free trading between growers and millers was prohibited in July, 1934, and all operations of purchase and sale were placed under the Wheat Trading Com'te set up by the Government. Supplementing this, regional com'tes were decreed in November, 1934, and the whole trading cycle of wheat came under government control.

In February, 1935, a law was enacted whereby wheat could be withdrawn from circulation and kept in reserve until a convenient time for its release. Since farmers failed to make the necessary deliveries to insure its successful operation, another law was enacted June 9, 1935, authorizing the Minister of Agriculture to purchase outright surplus wheat which threatened to disrupt the market.

When it became certain that the farmers would grow more wheat to sell to the Government, the Government on Apr. 9, 1936, by decree canceled all control measures except the requirement that millers keep on hand flour equal to one month's output.

Windfall taxes are to be contested in the courts by the meat packers filing injunction suits. Some of the smaller firms would be forced into receivership if they had to now pay the government \$5 per head for past slaughter of hogs.

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had to be pushed back to Amarillo, suffering further damage on the way.

In Attendance at Amarillo Meeting

Lubbock sent W. H. Wright. From Wichita Falls came J. J. Fite. Dallas sent J. C. Crouch and Frank White. Texas City sent A. C. Benson, Supt., Texas City Terminal Elevator. Enid was represented by Ben and Jim A. Feuquay, also Glen Watkins.

Railway and seamen present were O. S. Elliott, C. B. Hogan and M. D. Dillon.

KANSAS CITY representatives were Frank M. Stoll, Dirtr. of Board of Trade Public Relations, and Frank A. Theis of Simonds-Shields-Lonsdale Co.

FORT WORTH delegation consisted of Carl Ferguson, A. Galbraith, Leo Potishman, J. C. Simons, K. K. Smith and C. W. Griffin, U. S. Department of Agri.

COUNTRY SHIPPERS present included C. W. E. Berger, Texhoma, Oklahoma; from Texas, Roy Burrus, Petersburg; Clarence O. Byrnes, Dimmitt; Albert R. Chubb, Petersburg; Tom F. Connally, Clarendon; E. C. Davis, Sudan; O. D. Dinwiddie, Hart; W. H. Edwards, Floydada; T. G. Fields, Groom; E. E. Fridley, Hereford; John Fraser, Sr., Boydston.

Byron Gist, Adrian; H. B. Hankins, Tulla; W. P. Henneman, Farwell; C. L. Ledwig, Groom; A. P. Liske, Canadian; W. N. Martin, Vernon; A. J. Mayfield, Dalhart; L. C. McConnell, Pampa; L. C. McMurty, Pampa; L. V. and M. E. Nelson, Claude; George Nittell, Panhandle; F. H. Obethier, Hereford; J. W. Philpott, Philpott; J. A. Pitman, Hereford.

F. A. Render, Panhandle; E. C. Shuman, White Deer; Ben F. Smith, Plainview; Calvin Steen, Floydada; H. G. Stinnett, Jr., Plainview; A. A. Tiemann, Pampa; Burton Thornton, Lockney; D. T. and W. B. Wadley, Kerrick; J. E. Weeks, Claude, and Pete Whitlow, Dimmitt.

Officers Texas Grain & Feed Dealers Ass'n



Sec'y G. E. Blewett, Ft. Worth; Second Vice Pres.-Elect W. B. Chambers, Sanger; Director Albert Brown, Lampasas, and Pres.-Elect S. E. Cone, Lubbock, going over plans for the Texas Grain & Feed Dealers Ass'n for 1936-37.

Trucker Merchants and Political Meddling Condemned

The 39th annual convention of the Oklahoma Grain Dealers Ass'n, held in the Youngblood Hotel, Enid, May 22-23, gave consideration to the condition of the Oklahoma wheat crop, the effects of competition from "grain merchants on wheels," the inter-relationship of industry and government, and the effects of the Social Security Act on the country grain trade.

Attendance mounted rapidly before the morning session on Friday, and exceeded 150 before noon.

Friday Morning Session

PRES. C. T. JAMES, Gage, at the opening session expressed pleasure with the attendance and commented that while crop conditions were not the best, interest shown by the grain trade in ass'n work was encouraging and reflected an optimistic confidence in the future.

CECIL E. MUNN, Enid, reviewed some of the activities of the Enid Board of Trade, and developments in rate structures that have broadened its activities. In his welcoming address, Mr. Munn said:

ENID RATE STRUCTURE

"Ten years ago the first large terminal elevator was erected at Enid. Altho the Board of Trade had been organized many years before, its activities as a terminal market began at that point. Erection of the first large terminal elevator was quickly followed by the erection of others.

"Geographically Enid is a natural grain center for the Oklahoma trade, a natural point for storage, for weighing and inspection service, and other terminal facilities. To the Enid Board of Trade goes the credit for the latest adjustment in rates, which becomes effective July 1, giving a large section of the state a 33c group rate to points in Texas, another large section of the state arrangements which will permit country grain elevators to store wheat in transit at Enid, when destined to Kansas City and beyond, and a 32c instead of 34c rate to Memphis, tho it is doubtful if the latter reduction is sufficient to be of much help. We are now entering the Southeastern rate case, to protect the recognition we have won as a terminal market.

"In the interests of the grain dealers of Oklahoma the Enid Board of Trade will soon issue a bulletin which will keep grain dealers posted on the many legislative problems with which they are faced. It is not our purpose to enter politics, but we do feel that the country grain dealers should be informed on the meaning of much of the legislation that is finding its way thru the legislative mill at Washington, and that they are very much interested in learning what is in the bills that are being offered. We hope that this informative service will awaken more interest in ass'n affairs, for only thru ass'n can we protect our interests."

FRANK A. THEIS, Kansas City, before presenting his illustrated lecture on "World Marketing of Wheat," said:

"Wheat prospects at present give evidence of fulfilling the government's estimate for the Southwest. Rainfall is coming at the critical filling time, and the yield may yet surprise us, but there is no evidence that there will be any for export.

"Production of wheat shifts from time to time. Countries that once were exporting countries, have become deficit countries and returned again to exporting. A few years ago, when this country began its program of crop restriction I predicted that a continuation of that policy would make this an importing

country within five years. Little did I suspect that prediction would come true within two years. For the last couple of years we have been importing.

"Every European country now has restrictions of some kind, either by tariff or government grant, on the importation of wheat. From these the surplus producing areas must suffer, for these restrictions increase the price and reduce consumption in importing countries."

Mr. Theis followed with his lecture on the primitive methods of wheat production, harvesting and marketing in countries of the Old World and the Far East, grain exchanges and trading methods in foreign countries, comparing them with the methods of production and marketing in this country where machinery is fully utilized. "In the production and marketing of wheat," said Mr. Theis, "the United States has progressed more rapidly than any other country."

PRES. JAMES appointed the following com'ites:

RESOLUTIONS: R. H. McClintock, Enid, chairman; C. T. James, Gage; Munson Church, Jet; E. R. Humphrey, Enid.

NOMINATING: Vern Goltry, Enid, chairman; Frank O'Bannon, Claremore; W. A. Teter, Woodward.

Adjourned to 2 p. m.

Friday Afternoon Session

PRES. JAMES presided at the second session.

D. I. JOHNSON, Oklahoma City, general counsel for Oklahoma industries, talked on government, declaring "We are at the cross roads. Soon we must decide whether we are going to continue with the representative form of government so carefully planned by our ancestors thru the constitution, or whether we are going to swing to either of two extremes, dictatorship or communism.

"The American form of government," counseled Mr. Johnson, "was carefully planned to be balanced. Only those duties, such as the coining of money, and a few others, that might be performed best by a central government, were delegated to a central government. Most rights were carefully preserved to the states.

"In the centralized government, a legislative, an administrative, and a judicial body was set up, each independent of the others, each bound in duty only to the people and itself, in no way responsible to the other bodies. A similar plan was set up in most of the state governments.

"Whenever one body of government has encroached upon the powers of another we have had trouble. In the last couple of years a great deal of criticism has been heaped upon our Supreme Court. God protect the Supreme Court! In it lies the last bulwark of protection for the rights of the people. Without the Supreme Court we would have no states' rights.

"All recent Supreme Court decisions, the chicken case, the N.R.A. case, the coal case, were decisions on how far the central government may encroach upon the rights of the states. In the latest case, not yet publicized, the central administrative body contended that if a manufacturer in one state, employing labor, materials, machinery and other facilities in that state, sold his products, by however devious a route, within the borders of another state, then he was subject to governmental control. The Supreme Court preserved the rights of the states and the people with its decision that the production of manufactured

articles or raw materials had nothing to do with interstate commerce.

"Those who study history know that nothing new is offered in the New Deal bills which have been milled by the present administration. Fundamentally they are the teachings of Karl Marx in Germany 100 years ago. But until the revolution which turned Russia to communism no one thought much about them.

"It is time for the people of our country to arise and to preserve our constitution, and our liberties from control by organized minorities."

FRANK A. THEIS, Kansas City, chairman of the executive com'ite on trucking, under the auspices of the Southwest Associated Country Elevators, reviewed data his com'ite has gathered on the movement of grain by truck, the dismal accident record of the itinerant truck trade caused by inadequate overloaded equipment, unprotected by bonds or insurance, the inability of itinerant trucks to supply their trade in emergencies, and the constructive program in which the grain trade has been joined by the lumber trade, the fruit and vegetable trade, live stock interests and others, for correction of the itinerant truck evil thru finding a means for placing these trade leeches upon a competitive basis with the regular trade.

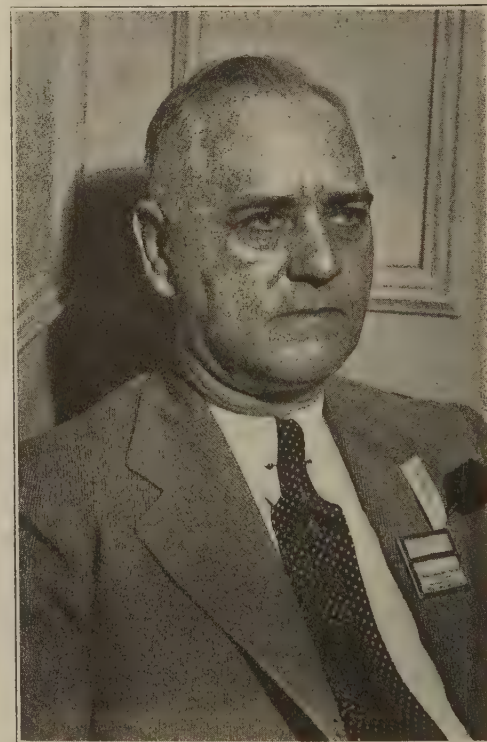
"Itinerant truckers," said Mr. Theis, "have brought into being a new type of broker, the country oil and gas station, which, anxious for business on oil and gas, acts as an informative medium for the trucker on the whereabouts of local supplies of grain, and even solicits orders from feeders for the truckman to fill."

FRANK STOLL, Kansas City, sec'y of the Associated organization, briefly reviewed over 2,500 returns from 8,500 questionnaires sent to country elevators within the last month. Over half the returns are from cooperative elevators, and practically all of the returns denounce the itinerant trucker. Most popular among the proposed solutions was downward revision of rail rates.

WM. PARSONS, Buffalo: "Our firm has a \$40,000 plant at Buffalo, but I venture that a local boy with a truck has enjoyed greater income during the last year than we.

"Yet at times we have been forced to deal with the truckers. One lot of wheat we sold to a trucker for movement to Colorado. A storm and bad roads made it impossible for the

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E. R. Humphrey, Enid, Okla., pres.-elect Oklahoma Grain Dealers Ass'n.

Grain and Feed Trade News

Reports of new firms, changes, deaths and failures; new elevators, feed mills, improvements, fires, casualties and accidents are solicited.

ARIZONA

Tucson, Ariz.—F. L. Ginter, manager of the Eagle Milling Co.'s plant here, who has been with the company for over 27 years, has resigned and has been succeeded by H. J. Peterson, former sec'y and treas. of the concern, who will be assisted by Albert Lent, who has been with the company for several years and will have charge of the mixed feed and poultry division, overseeing manufacture and sales. Mr. Peterson will have charge of the grain and flour department.

CALIFORNIA

Hayward, Cal.—Eight new grain storage bins have recently been constructed for the Hayward Poultry Producers Ass'n, giving it a total capacity of 1,300 tons. Also a new unit for blending grain for pigeon and scratch feed was erected.

San Francisco, Cal.—"Old timers" of the San Francisco Grain Trade Ass'n were honored by the younger members of the exchange at a banquet following the seventh annual spring golf tournament early this month at the Beresford Country Club. The guests were 15 members who have been engaged in the local grain business for 35 years or longer, and all still active. The oldest of these was G. P. McNear, of Petaluma, who has been making weekly trips to San Francisco since 1874 and has just celebrated his 60th anniversary as a member of the exchange. At the banquet he was presented with a memorial resolution by Pres. Somers, the resolution being signed by all the members of the San Francisco Exchange.

CANADA

Victoria, B. C.—Re-leasing of the Ogden Point Elvtr., as it is known locally, is not contemplated by the Alberta Wheat Pool, which formerly held a lease on the plant. In the present state of the wheat market, there is no need of storage here, it is reported.

COLORADO

Holyoke, Colo.—The Holyoke Farmers Elvtr. Co.'s elevator was entered by thieves during the night of May 7, who stole about \$800 in checks and cash. Entrance to the office was gained by prying open a window.

Longmont, Colo.—At the Golden West Mill, leased and managed by Paul Adams and V. E. Wickstrand, several thousand dollars' worth of new equipment has recently been installed and is now in operation. Twelve men are regularly employed at the mill.

Denver, Colo.—Our machinery has all been repaired and rebuilt. We did not buy very much new equipment after our fire [of last January]. The plant is entirely rebuilt [as reported in the Journals last number] and in much better shape than ever.—The Ady & Crowe Merc. Co.

Colorado Springs, Colo.—The annual meeting of the Rocky Mountain Bean Dealers Ass'n will be held in this city June 6 at the Antlers Hotel. The business meeting will be preceded by a 12:30 o'clock luncheon. Matters of importance to bean dealers will be discussed and the election of officers for the coming year will be held.

ILLINOIS

Havana, Ill.—The Continental Grain Co. is installing a 20-ton 34x9-foot truck scale.

Savoy, Ill.—The Savoy Grain & Coal Co. is putting in an extra dump with Kewanee Lift.

Milledgeville, Ill.—The Freas Mill at this point has been taken over by the F. F. Herrick Feed Co.

Galena, Ill.—L. H. Richards is now managing the Galena Feed Mill which he re-opened recently.

Whitaker, Ill.—The Whitaker Farmers Grain Co. has installed a style "B" McMillin Wagon and Truck Dump.

Monmouth, Ill.—The old Merwin Mill here has been re-opened by Howard Liggett, who operates it under the name of the Star Mill.

Maroa, Ill.—McGuire Grain Co. will remodel its driveway with a new large truck scale and a McMillin type A Truck Dump to be ready for harvest.

Fairbury, Ill.—The S. C. Van Horne Elvtr. Co. has just installed new 20-ton scales, with a 22-foot platform. A large receiving bin has also been put in.

Clifton, Ill.—The Peoples Grain & Lbr. Co., owned by S. L. Martin and John Moloney, has bot B. J. Wallace's lumber yard here, as an addition to its present holdings.

Waynesville, Ill.—We have installed in one of our two elevators a new ear corn leg with 16-inch cups and are rebuilding our office.—Verne W. Burtis, mgr. Waynesville Grain Co.

Evarts (Ridott p. o.), Ill.—The B. P. Hill Grain Co. has sold its elevator on Ill. Central to a farmer who is razing the house for the lumber. This leaves Evarts without an elevator.

Maroa, Ill.—George H. Waller, local elevator owner, has purchased the elevator recently bot by the Beall Grain Co. from the Thomas W. Wright Estate. Mr. Waller will operate both elevators.

Goodwine, Ill.—The Farmers Grain Co. is modernizing its elevator with the installation of a Winter Direct Connected Geared Head Drive and 7½-h.p. G. E. Motor, purchased from R. R. Howell & Co.

Rushville, Ill.—Nearly \$100 was stolen from the Rushville Farmers Grain & Livestock Co.'s office during the night of May 8, when thieves entered the elevator office thru a window and broke open the safe.

Cadwell, Ill.—The Moultrie Grain Ass'n, a new farmers' organization, has given a contract for the construction of an elevator at this point, to be located on the east side of the C. & E. I. tracks north of the depot.

Williamsfield, Ill.—The Farmers Co-op. Ass'n. reported in the Journals last number as replacing its old elevator with a new one, is having a direct-connected Clow-Winter Geared Head Drive, manufactured by R. R. Howell & Co., installed by George Saathoff, who has the contract.

Browns, Ill.—The Marriott Elvtr. here has been sold to L. E. Meyer, owner of an elevator at Bellmont, and both of the houses will operate under the name of L. E. Meyer & Sons. Louis K. Meyer, a son, will continue to manage the elevator at Bellmont, and with his help, Louis Herring will have charge of the elevator at Browns.

Stonington, Ill.—The Stonington Co-op. Grain Co. has recently completed an enlargement of its office, added a private consultation room and installed a set of bank fixtures for manager's work department, the fixtures being procured from the receiver of a defunct bank. New paint thruout completes the job and this company now has one of the roomiest, handiest grain offices in this territory.

Fidelity, Ill.—The Fidelity Co-op. Grain Co.'s office, elevator and warehouse were visited by burglars early this month, entrance being gained by breaking the locks. Feed valued at \$20, the manager's jacket and a tool were stolen, in addition to which \$20 worth of wheat and \$30 worth of seed corn were sacked ready to take away, but it is believed the intruders were frightened away by an approaching car.

Farmer City, Ill.—On June 1 Grady & Grady will succeed J. E. Grady, who has operated a 28,000-bu. elevator at Watkins and a 25,000-bu. elevator at Empire on the Peoria & Eastern R. R. These elevators were formerly operated by T. F. Grady, Sr., for 19 years. The new firm is composed of his wife and his son, T. F. Grady.

Pekin, Ill.—W. W. Dewey & Sons have taken over the Smith-Hippen line of ten elevators and will operate the four houses on the Illinois and Mississippi Canal, one at Spring Bay on the Illinois River, three in the Spring Lake drainage district, one at Parkland on the C. I. & N. R. R. and a river house here of 80,000 bus. capacity. All elevators are being overhauled and repaired to handle the 1936 crop, which gives most encouraging promise of a large crop. At the elevator here a 20-ton, 34x9-foot, type S Fairbanks Scale is being installed.

Cadwell, Ill.—T. G. Wells, owner of the Wells Oil Co., of Decatur, has bot the interests of A. F. and E. W. Davis in the local elevator in which the Davis brothers held a half-interest. A partnership of J. B. Craig, Jr., and Wells has been formed to continue operation of the elevator, which will be known as the Craig & Wells Elvtr. Mr. Craig, who has been half-owner of the property for the last 18 years, leased his share of the plant to the Davis brothers a year ago, and now returns to active management under the new partnership. The elevator has a capacity of 80,000 bus.

CHICAGO NOTES

Board of Trade memberships are selling at \$3.650, a decline of \$850 from the last transfer and the lowest price since December, 1932.

Long and short positions in May corn of 25,000 bus. or more were ordered reported to the Grain Futures Commission, as of May 19, on the initiative of the business conduct com'ltee of the Board of Trade. Daily reports are to be made thereafter.

Edwin Lyman Lobdell, who at one time was a member of Nash, Wright & Co., grain commission merchants, which firm he left in 1884 to organize his own investment business, died at his home in this city on May 25, at the age of 79 years, after a long illness.

The miniature grain elevator which the Chicago Board of Trade had on exhibit on the first floor of its building during the Century of Progress, is being taken to Texas for display during that state's centennial observance. It is said to be the only model elevator ever built, and has been insured for \$5,000 by the local Board of Trade.

The reorganization plan of the Chicago Elevator Properties, Inc., a Rosenbaum Grain Corporation subsidiary, has been changed, postponing interest on the new bonds for five years. James Norris, underwriter, being granted a concession that the amount deductible for management in arriving at net earnings is increased from \$30,000 to \$40,000.

As an aftermath of the explosion at the Glidden Co.'s plant last October, a suit for \$100,000 damages for alleged injuries received as a result of the explosion has been filed by Loretta and Arved Herling, who state in their bill that their house, which was about 150 feet from the plant, was destroyed and that they and their three-year old son suffered impaired health as a result of the blast.

INDIANA

Fowler, Ind.—A feed mill has recently been installed by Maurice Staller.

Warren, Ind.—The Warren Elvtr. Co. is putting in a 20-ton truck scale.

Star City, Ind.—John Phillips has installed a 20-ton Fairbanks Truck Scale.

Akron, Ind.—The Haldeman-Baum Co. has a new office under construction.—L.

Hamlet, Ind.—Hamlet Grain & Feed Co. are adding a new paint job of red color.

Howe, Ind.—The Lima Elvtr. Co. will replace the gasoline engine with electric motors.—L.

Rossville, Ind.—E. H. Skiles & Son are installing a new Kelly Duplex Vertical Feed Mixer.

Rushville, Ind.—The Rush County Mills recently installed a one-ton Sidney Kwik-Mix Feed Mixer.

Tab, Ind.—Federal Elvtrs., Inc., have completed a new heavy oak floor in their elevator driveway.

Sims, Ind.—Bruce Haycock has completed the installing of a large Soweigh Truck Scale in his elevator.

Argos, Ind.—George E. Metzger, who now operates the local elevator, recently purchased the old Wm. Bock elevator and mill.—L.

Pinola, Ind.—The Pinola Farmers Elvtr. Co. has added some new equipment including a style "B" McMillin Wagon and Truck Dump.

Ft. Branch, Ind.—Geo. W. Reed has bot the Ziliak & Schafer elevator at this location. Reed formerly was an implement and auto dealer.

Boyleston, Ind.—Boyleston Grain Co. has purchased a McMillin Type B Electric Truck and Wagon dump to accommodate two large sinks.

Indianapolis, Ind.—Robert Evans, of the Evans Milling Co., who recently underwent an operation for appendicitis, is now back on the job.

Wolcott, Ind.—An addition is being built to the Co-op. Feed Mill, having a 54-foot frontage and extending back the same distance as the main structure.

Evansville, Ind.—The Chas. Nunn Milling Co.'s elevator and mill are being rewired for electric lights with the latest approved dust-proof fixtures and conduit wiring.

New Haven, Ind.—A serious accident occurred in the Ben Levv elevator, when part of the hoist dropped from the overhead track, striking an employe, fracturing his skull.

Kewanna, Ind.—The Standard Elvtr. Co. is installing a new Kelly Duplex Vertical Feed Mixer in its local plant. The new machine has a capacity of one ton, is motor driven and has floor level feed.

Hoagland, Ind.—The Hoagland Co-op. Co. purchased an electric coal unloader, and is enlarging its office. This elevator narrowly escaped serious damage on May 13, when a fast Pa. Ry. train hit an oil truck on the adjacent crossing, killing the driver and demolishing everything in its path.—L.

Vincennes, Ind.—Oris H. Wright, with the Baltic Mills, was operated on at St. Vincent Hospital, Indianapolis, for appendicitis and is now on the road to recovery. Modern corn milling machinery is being installed in the Baltic plant.

Decatur, Ind.—Plans are about completed for the mid-summer convention of the Indiana Grain Dealers Ass'n to be held here on June 18. Four good speakers on subjects that will be of interest to every grain and feed dealer and miller in the state, will be on the program, and an open discussion on the subjects will follow their talks. Sec'y Sale says there will be "no expense in the way of meals or the banquet at the coming meeting."

IOWA

Morrison, Ia.—A new warehouse, 16x54x8 feet, is being built for the Farmers Elvtr. Co.

Ventura, Ia.—The Farmers Elvtr. Co.'s office was recently entered and some cash taken.—A. T.

Killduff, Ia.—The Fleck Elvtr. Co. is installing a Bender Worm Gear Lift in its new elevator.

Whitten, Ia.—Thieves recently broke into the Mabie Grain Co.'s elevator and departed with about \$8 in currency.—Art Torkelson.

Bode, Ia.—Contract for rebuilding the elevator head for the Davenport Elvtr. Co. at this point has been given the T. E. Ibberson Co.

Lytton, Ia.—Robert L. Jensen has been appointed manager of the Farmers Elvtr. Co.'s elevator, a position he held once before.

Stanhope, Ia.—The Farmers Elvtr. Co. has had a new loading spout installed in its elevator, the Ames Const. Co. doing the work.

Danville, Ia.—The Farmers Elvtr. Co. is installing new Howell Distributors and roller bearings and making other improvements.

Scranton, Ia.—The Farmers Elvtr. Co. at this point has contracted with the T. E. Ibberson Co. for the repainting of its elevator, using aluminum paint.

Gray, Ia.—George Dozler, manager of the Charles Dozler Grain Co.'s elevator for a number of years, was married to Miss Olive Signall early this month.

Varina, Ia.—W. G. Daugherty, whose elevator was struck by lightning and burned recently, as previously reported in the Journals, is making plans for rebuilding.

Montezuma, Ia.—The Paul Peterson Elvtr. was broken into by thieves during the night of May 6, who took \$6 in cash after knocking off the combination of the safe.

Percival, Ia.—Good Bros.' elevator caught fire on May 14 in a cob bin. Fortunately, the fire department extinguished the blaze before the elevator proper was damaged.

Ledyard, Ia.—The Farmers Elvtr. Co. at a recent meeting voted to go on the co-operative plan. Edw. Kroner will continue as manager under the new plan.—A. G. T.

Buckingham, Ia.—The Buckingham Grain Co. will soon start installation of a new 20-ton truck scale. Geo. Beenken is the manager.—Art Torkelson, with Lamson Bros. & Co.

Pocahontas, Ia.—A small blaze at the local Quaker Oats Co.'s elevator on May 22 was extinguished before much damage was done. Loss covered by insurance.—Art Torkelson.

Bancroft, Ia.—The W. A. Murray Grain Co. has made arrangements with the T. E. Ibberson Co. for the installation of a new 7½-h.p. Winter Worm Gear Head Drive, the rebuilding of the head and other repairs.

Iowa Falls, Ia.—The Farmers Co-op. Elvtr. Co. recently painted its elevators on the C. R. I. & P. and C. & N. W. with aluminum paint, also lettering the company's name on the elevators. C. C. Green is manager.—Art Torkelson.

Clear Lake, Ia.—The new feed mill of the Farmers Co-op. Co., described in detail in the Apr. 22 Journals, was open for inspection the evening of May 16, at which time all guests, men as well as women, were given favors.

Malcom, Ia.—Gaining entrance by breaking the lock on one of the windows, burglars visited the Farmers Elvtr. Co.'s elevator during the night of May 6, and made off with about \$12 in cash from the safe, which they also broke open.

Fort Dodge, Ia.—Fred Davis, of Davis Bros. & Potter, who is traversing the Petrified Forests of the West in a trailer, is amazing the redskins with his ability to control rattlesnakes. He does not tell them that he first chloroforms the snakes.

Coulter, Ia.—H. F. Borcharding has been appointed manager of the elevator of the newly organized Farmers Grain & Coal Co., which has taken over the facilities of the Coulter Farmers Elvtr. Co., in receivership for some time.

Marshalltown, Ia.—The Froning Grain Co. (an old, established business) has been incorporated; capital stock, \$40,000; incorporators: E. F. Froning, pres., and others; to own and operate grain elevators, buy and sell grain and feed and allied lines.

Ames, Ia.—The Ames Reliable Feed Co. has had a new automatic sacking scale, new leg and scalper installed and a number of other changes made, making this plant one of the most up-to-date mills in the state. The Ames Const. Co. had the contract.

Ruthven, Ia.—A 24x24-foot annex on the west side of the old elevator building has been taken down and the material is being used in the erection of a new warehouse between the two elevators, to be 60 feet in length, 30 feet wide on the end where it joins the new elevator and 24 feet wide at the old elevator building. It will be covered with sheetiron, to match the new elevator.

Pierson, Ia.—Fire broke out in one of the two Farmers Co-op. Co.'s elevators here shortly after noon on May 16, and was not brot under control until it had destroyed two elevators, 29,000 bus. of grain, a garage and a blacksmith shop and three homes, the loss on the elevators being approximately \$30,000, with a total loss of \$60,000. Fire companies from Sioux City and eight other nearby towns came to the assistance of this little village.—R. A. Swensen, mgr. for James E. Bennett & Co. at Sioux City, Ia.

Knoke, Ia.—John Knoke, owner of the Knoke Elvtr., discovered a shortage of corn at his elevator after three Missouri truckers had paid him two visits buying corn from him, so he checked up on his weights and called the sheriff's office to arrange for an officer when the corn buyers came again, and this time they were caught redhanded and arrested, altho they tried to escape. It seems that one of them concealed himself below the scale floor, and at a pre-arranged signal from the driver of the truck, juggled the scale machinery in such a way as to allow about 60 extra bus. of corn on each truck. Haled into court, the truckers pleaded guilty, each paid a fine of \$25 and costs and agreed to return to John Knoke \$330 to pay for the corn they had obtained fraudulently.—Art Torkelson.

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KANSAS

Langdon, Kan.—The Langdon Feed Store has installed a Sidney Feed Mixer.

Lincolnville, Kan.—We are installing a new 15-ton Howe Truck Scale.—Farmers Union Co-op. Ass'n.

Wichita, Kan.—Wolcott & Lincoln, Inc., have opened a cash grain office at 612 W. K. H. Bldg., with Paul Bossemeyer in charge.

Sterling, Kan.—The Mid-West Grain Co. has built a \$3,500 tile and stucco garage at the south edge of Sterling, to house its trucks.

Belle Plaine, Kan.—Joe Nixon, owner-manager of the Farmers Elvtr. Co.'s elevator, has installed a one-ton horizontal feed mixer.

Ellis, Kan.—Andrew Platner, at one time manager of the Ellsworth Mill Co.'s elevator at this point, died recently at the age of 80 years.

Meade, Kan.—The Meade Co-op. Elvtr. & Supply Co. has leased the Graves filling station here and will operate it as a part of its business.

Barnard, Kan.—Donald Fairfield has been appointed manager of the local elevator of the Jackman Mills, of Minneapolis, and will take charge June 1.

Glasco, Kan.—The Morrison-Gregg-Mitchell Grain Co., of Kansas City, has ordered a Bender Worm Gear Overhead Lift for its elevator at this point.

Grainfield, Kan.—The elevator here at one time operated by the Hoffman Grain Co. and recently purchased by Ray Shaw, has been dismantled and taken down.

Kinsley, Kan.—The Co-op. Grain & Supply Co. is erecting a new elevator here. The old elevator had to be taken down because of the widening of a state highway.

Radium, Kan.—George Hahn has been appointed manager of the Mid-West Grain Co.'s local elevator. He has been in the employ of the Mid-West Co. for several years.

Wellington, Kan.—Hunter Milling Co. is busily going over its line of elevators, putting them in good order preparatory to an expected heavy production of wheat in Sumner County this season.

Moran, Kan.—W. W. Lam has taken over E. H. Bartlett's interest in the Lam-Bartlett Co., operating an elevator here. There will be no change in the working personnel and business will continue as before.

Douglass, Kan.—I have installed a 15-ton truck scale, 22x9 feet, to take care of the large trucks, reroofed and painted my elevator here and at Gordon with aluminum paint, and will install a truck lift later.—L. D. Brandt.

Joy (Greensburg p. o.), Kan.—Charles Lake has been appointed manager of the Farmers Grain & Supply Co.'s elevator here, succeeding Harry Wadel, who is managing the new oil business of the same company at Greensburg.

Lincoln, Kan.—The elevator at the Rees Bros. Mill is being rebuilt, making necessary a shut-down of the plant for a month or more. Ravages of time and weather made the rebuilding necessary. The entire base of the elevator had rotted and a concrete base is now being put in.

Maize, Kan.—The Woodard Grain Co. is installing a new Kelly Duplex Vertical Feed Mixer with motor drive. The new machine has a capacity of one ton and has floor level feed. Along with the mixer, a new Kelly Duplex Corn Cutter and Grader with motor drive is also being installed.

Lebanon, Kan.—The Robinson Elvtr. Co. is erecting a store building just north of its local elevator building, to be 24x60 feet, brick front, and the rest covered with metal sheeting. When the building is completed it will be stocked with automobile accessories, hardware, furniture, paints, varnishes, etc.

Wichita, Kan.—The annual election of the Wichita Board of Trade, held May 12, resulted as follows: Pres., John Beyer, and vice-pres., W. W. Wallis (both re-elected). Directors: I. H. Blood, R. P. Green, John Hayes, R. R. Roth. Directors whose term has not expired: H. L. Chowning, P. M. Morton, U. L. Shelton and J. A. Woodside.

Belle Plaine, Kan.—Ben Dorsett, former manager of the farmers elevator here, bot the local elevator of the New Era Milling Co. last February and will open it shortly before harvest under the name of Belle Plaine Elvtr. Improvements planned include installation of a truck scale and of a 7½-h.p. motor.

Norton, Kan.—The old Farmers Elvtr. on the Burlington Railroad closed for about a year, now owned by the Farmers National Grain Corp., is being re-opened this month, with Bert Conover as manager. For the past six years Mr. Conover has managed the elevator at Reager (Oronoke p. o.), Kan., which is under lease to the Farmers National.

Greensburg, Kan.—The office building of the Farmers Grain & Supply Co. has recently undergone some remodeling in order to accommodate the handling of the new gasoline and oil business recently added to the company's commodities. Harry Wadel, former manager of the Joy (Greensburg p. o.) elevator, has taken the management of the bulk station and the gasoline and oil truck.

Wakarusa, Kan.—A new 10,000-bu. elevator for the Wakarusa Grain Co., will be of rather a unique design, using four Santa Fe box cars with head house constructed high enough to distribute the grain to the four cars by gravity, returning the grain to the boot by a spiral conveyor. It will also have a car unloading sink equipped to unload cars and will have the following equipment: Ten-ton Fairbanks Truck Scale, Bender Electric Truck Dump, 10-h.p. motor in the cupola to handle the leg, 2,000-bu. leg, and provisions will be made for a 600-bu. corn sheller and cleaner which has been purchased and will be installed before the corn crop matures. A large warehouse and an office will also be constructed. The Ernest Engineering Co. has the contract.

Horton, Kan.—W. J. Lowe has entered into a contract with the Ernest Engineering Co. to remodel his elevator. The old roof of the cupola and main building will be removed, the main elevator will be raised 12 feet and the cupola raised 22 feet. A new cob house and wareroom will be added. The entire elevator will be covered with corrugated galvanized iron, a new specially designed metal cornice will be applied and the roof will be covered with double drain iron roofing. A new 10-h.p. Fairbanks-Morse Motor, one new complete 3,000-bu. elevator leg, including roller bearing boot, will be installed. All bearings on the head shaft and counter shaft will be roller bearing. Also a new 600-bu. sheller and cleaner and a new Birchard Distributor will be installed.

Topeka, Kans.—A modern elevator is under construction for the Kaw Valley Live Stock Co., which has the garbage removal contract in Topeka, and which is a large feeder of hogs. This is a studded elevator covered with metal corrugated iron siding and double drain metal roofing protected with lightning rods. It has a concrete foundation, waterproofed. The following equipment is being installed: Distributor and indicator, Jay Bee Grinder located in the pit which discharges the feed at the top of the elevator into overhead feed bins and is powered with a 40-h.p. Fairbanks-Morse motor with a Flex Mor Drive manlift, Bender Electric Truck Dump and a 5-H.P. Fairbanks-Morse Motor with a Rockwood base and belt drive to the countershaft which handles the conveyors from the dump and additional 10,000-bu. small grain storage. This oil storage is located to the side of the elevator and is fed by gravity from the elevator head and is returned to the elevator boot by a spiral conveyor. There is also a 10,000-bu. corn crib attached which will permit dumping ear corn in a driveway, then elevated by the elevator leg and discharged by gravity to the corn crib. To remove the corn it is conveyed from the corn crib by a specially designed spiral conveyor and discharged into a 600-bu. corn sheller and elevated to a 600-bu. corn separator and a cleaner located in the cupola. The cleaned corn is discharged in bins of the elevator and the cobs and dust to the cob and dust house. The Ernest Engineering Co. is building the elevator.

KENTUCKY

Brodhead, Ky.—M. Hamm is erecting a grist mill, feed store and oil station combined, on the cross country highway near here.

Louisville, Ky.—Federal Judge Hamilton, May 15, ordered the Kentucky Feed Mills to liquidate, after hearing from Henry J. Stites, attorney, that the firm was unable to raise cash needed to re-organize according to the terms of an agreement with creditors. The firm filed a bankruptcy re-organization petition some time ago, creditors with \$80,000 in claims agreeing to take 6% cumulative preferred stock if the company raised \$75,000 to be applied \$25,000 to mortgages and \$50,000 for working capital. Mr. Stites said that three of the principal creditors whose claims aggregate 51% had agreed to bid on the property when it is sold.—A. W. W.

LOUISIANA

Lake Charles, La.—The Louisiana State Rice Milling Co. has under construction a 140x240-foot re-inforced concrete and steel rough rice warehouse north of its main plant near the river, affording loading and unloading facilities to barges, trucks and railroads. A steel truss roof at its highest point will reach 22 feet, going up from the eaves 14 feet. The cost of the new building will be approximately \$30,000 and a sprinkling system to be installed will add \$8,000 to the cost.

MICHIGAN

Benton Center, Mich.—The Benton Center Fruit Ass'n, Inc., which operates an elevator here, sustained windstorm damage on May 13.

Gladstone, Mich.—The Cargill Grain Co. is having its elevator here, built in 1892, not used during the last few years, razed. It was known as the Soo Line Elvtr.

Clarksville, Mich.—Norman W. Stuart, former manager of the Farmers Co-op. Elvtr. Co.'s elevator here, has leased the elevator and re-opened it for business.

Mount Pleasant, Mich.—The Mount Pleasant Co-op. Elvtr. Co. is seeking to re-organize under the new bankruptcy act. Assets are listed at \$34,693 and liabilities at \$21,992.

Owosso, Mich.—The Brick Elvtr. has installed a Kelly Duplex Ear Corn Crusher and Feeder ahead of its hammer mill. The new crusher and feeder insures a uniform feed into the hammer mill.

Bancroft, Mich.—Wayne Wert, former bookkeeper at the Christian Breisch elevator at Laingsburg, has been made manager of the company's elevators at this point and at Lennon, and has moved his family to Bancroft.

Bay City, Mich.—The assets of the Kawkawlin Bean & Grain Co., now dissolved, have been bot by the Consolidated Grain Corp., which has also assumed the obligations of the former company, which operated a line of elevators with headquarters at Bay City.

Jackson, Mich.—Approximately \$400 was taken from the safe of the Isbell Feed Co. during the night of May 10, the empty safe being found later in another part of the city, rifled of all currency and papers. The Jackson police spied the bandit car just as it was leaving town and gave chase but lost it. A phone call warned Battle Creek police to be on the lookout for the car, which they spied as it entered town, but they, too, lost it.

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DULUTH LETTER

Jas. A. Cole, Minneapolis, with the Farmers National Grain Corp., was recently elected a member of the Duluth Board of Trade, succeeding O. M. Smith.—F. G. C.

Word was received recently of the death of Dennison A. Willard, age 78, at Philadelphia, Pa. Mr. Willard was for many years a prominent grain man here and former manager of the John Miller Grain Co.—F. G. C.

Final arrangements have been made for the annual fishing outing of the grain and milling division of the Traffic Club of Minneapolis, which will be held June 4-6 in the Arrowhead country of northeastern Minnesota. A party of approximately 125 men is expected to meet at the Hotel Duluth the evening of June 3. The party will leave here June 4 for Grand Marais, Minn., where a stop will be made for lunch and then continue to the border lakes, arriving there in the early evening. Frank B. Townsend, Minneapolis, is chairman of the general arrangements for the trip and outing. Paul M. Peterson is president of the club.—F. G. C.

Car as well as boat shipments continue on a fair scale, while receipts show a pick up during the month of May. Shipments on the month exceed 4,000,000 bus., with no show of declining as yet. An unusual feature this month was the railing of 55,000 bus. of barley to Buffalo, with navigation open. Large cargoes of oats were shipped to Toledo and Buffalo, while one large interest shipped 3 cargoes of rye, approximating 642,000 bus. to Chicago. With most of the boat contracts filled the chartering of steamers to load and carry grain has slowed up. Eastern demand has not picked up as expected and shippers are feeling the effect of this in activity. The freight rate on wheat for unload at Buffalo is holding steady at 2c. There is over 15,000,000 bus. of grain held in elevators here now as against only 7,500,000 bus. last year at the same time. Oats furnishes the bulk of holdings, approximately 7,000,000 bus. wheat next at 3,800,000 bus., with barley, rye and corn in the order named. Bonded wheat stocks decreased 120,000 bus., when a recent shipment was made, leaving still 332,000 bus. remaining here for later outgo.—F. G. C.

MINNEAPOLIS LETTER

Seriously ill with diabetes, T. H. Chambers, formerly head of the Chambers-Mackay Co., screenings dealer, is confined in a local hospital.

The Bunge Grain Corp. has added Harold W. Boyd to its staff on the exchange trading floor. Mr. Boyd was formerly with the Cargill Elvtr. Co.

A Minneapolis chapter of the Society of Grain Elvtr. Superintendents was formed here May 20. V. I. Champlin was elected district pres., Jack Coughlin vice-pres. and E. J. Raether sec'y-treas.

New members of the Chamber of Commerce include John L. Whitnack, of Moorhead, Minn., and C. C. Cook, of Wichita, Kan., who succeeds Harold Boyd, resigned, as grain buyer for the Cargill Elvtr. Co.

The Tenney Co., grain commission firm of which David D. Tenney was president at the time of his recent death, will continue to carry on as formerly. Frank C. Tenney, a brother, vice-pres. of the company, who is looking after the firm's affairs, will retain his residence at Duluth.

Extensive repairs and alterations have been made at the old Century Mill here, owned by the Eagle Roller Mill Co., of New Ulm. This building is fitted up for warehouse purposes and all new floors were part of the equipment, with an electric hoist to serve the different floors. The T. E. Ibberson Co. did the work.

MISSOURI

St. Louis, Mo.—The W. J. Edwards Grain Co. has been succeeded by R. H. Baumgartner & Co., which is a change in name only, as Mr. Baumgartner has been the sole owner and manager of the business since the death of Mr. Edwards, about a year ago.

Kansas City, Mo.—Henry Lichtig & Co. is a new firm here, Mr. Lichtig, a member of the Board of Trade for 25 years, having re-entered the sorghum trade again after a vacation. He dealt in milo and kafir corn for 22 years. Mill-feed brokerage will also be included in the new business, which is located in the Dwight Bldg.

Kansas City, Mo.—The Kelley Mill Co. sustained windstorm damage late in April.

St. Louis, Mo.—The death of William A. Miller, retired grain and hay dealer, occurred about the middle of this month. He was 71 years of age.

Carrollton, Mo.—The P. D. Blake Grain Co.'s elevator is being remodeled. The work will consist of rerodding all bins, raising the cupola 12 feet, putting in new 2500-bu. leg, new distributor and steel spouting, new Winter Head Drive, Fairbanks-Morse 7½-h.p. Motor, complete new electrical wiring to comply with the Underwriters code, new 20-ton Fairbanks Truck Scale, Bender Electric Truck Dump, new 600-bu. corn sheller and cleaner, new manlift, new cob and dust house, new 15-h.p. Fairbanks-Morse Motor for sheller with Flex Mor Drive. The Ernest Engineering Co. was given the contract.

Waverly, Mo.—A new 10,000-bu. cribbed metal-clad elevator for the P. D. Blake Grain Co. will be built here. The foundation will be concrete and waterproofed. The equipment consists of the following: One combined corn sheller and cleaner powered with a 25-h.p. Fairbanks-Morse Motor and Flex Mor Drive. One 20-ton Fairbanks Truck Scale, Bender Electric Truck Dump, manlift, distributor and indicator, 2500-bu. leg, Winter Head drive with 7½-h.p. Fairbanks-Morse Motor, 5-bu. Richardson Automatic Scale and electrical wiring and conduit in accordance with Underwriters code. The Ernest Engineering Co. has the contract.

MONTANA

Conrad, Mont.—The Russell Milling Co. has purchased the Conrad Merc. Co.'s elevator and will remodel it at once, making several additions. The new owners will deal in grain and feeds.

Terry, Mont.—A recent blaze in the International Elvtr. Co.'s elevator was extinguished by the fire department before much damage was done. It was that that a carelessly dropped cigaret may have caused the fire, as it started in the driveway, the inside of which was charred and several wires burned off.

NEBRASKA

Palisade, Neb.—J. J. Newman is the new manager of the Shannon Grain Co.'s elevator.

Johnson, Neb.—The Johnson Grain Co. has recently installed a Bender Worm Gear Lift in its driveway.

Crookston, Neb.—The Crookston Elvtr. Co. has opened a service station and bulk oil plant at its elevator here.

Superior, Neb.—The Superior Milling Co. has recently installed two Bender worm Gear Electric Lifts in its driveways.

Omaha, Neb.—The Bartlett-Frazier Co. will discontinue operation of the Rock Island Elvtr. at Council Bluffs, Ia., July 1, on account of unfavorable freight rates.

Brule, Neb.—At the Farmers Co-op. Ass'n's elevator the Van Ness Const. Co. has just completed the installation of a new 20-ton Fairbanks Truck Scale with 9x34-foot platform.

Alliance, Neb.—The Yale Elvtr., owned by H. A. Fricke and the Sack Lbr. Co., burned recently. It had not been in use since 1930 and all machinery and equipment had been removed.

Funk, Neb.—The Crowell Elvtr. Co., of Omaha, is installing a new 20-ton Fairbanks Truck Scale, with 9x20-foot platform, at its station here. The Van Ness Const. Co. is making the installation.

Lincoln, Neb.—The L. L. Coryell Co. has purchased an alfalfa dehydrating machine which it is installing on property near its present location and which is to be used on a commercial basis. The machine can handle 40 tons of alfalfa per day.

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MINNESOTA

Detroit Lakes, Minn.—A new 90-h.p. engine has been installed in the plant of the Detroit Lakes Milling Co.

Fairmont, Minn.—The Rippe Grain Co. has awarded contract to the T. E. Ibberson Co. for painting and repairing its elevator here.

Cannon Falls, Minn.—A. C. Stolte has been appointed manager of the Farmers Elvtr. Co.'s elevator, succeeding F. R. Anderson, resigned.

Truman, Minn.—August Baarts has sold his feed and flour mill to Edward A. Zoelmer, who has already taken possession. Added equipment will be a feed mixer and corn cracker.

Lark Park, Minn.—The Monarch Elvtr. Co. has bot the Zenith Milling Co.'s building and equipment and is operating it in connection with its elevator and feed mill at this point.

Welcome, Minn.—The T. E. Ibberson Co. is putting in a new leg, motor equipment and Strong-Scott Head Drive, powered by a Fairbanks-Morse motor, for the Farmers Elvtr. Co.

Pelican Rapids, Minn.—The Co-op. Warehouse Ass'n has installed a 20-ton scale, replacing its old one, which was not long enough for modern trucks. The new scale is 26 feet long.

Waseca, Minn.—A party of men is considering the purchase of the Russell Miller Milling Co.'s property here for the purpose of opening a breakfast food factory for the manufacture of a barley food.


Frost, Minn.—Lennes Quam, second man at the Farmers Elvtr. Co.'s elevator, has been appointed manager succeeding T. P. Long, who has gone to Blue Earth, Minn., as previously reported in the Journals.

Morgan, Minn.—A. P. Creaser & Sons, of Watertown, S. D., recently purchased an improved overhead electric Howell Truck Lift for installation in its elevator here, operated locally as the Morgan Grain Co.

Benson, Minn.—The new elevator of the Benson Marketing Co. is rapidly being completed by the Hogenson Const. Co. Mechanical equipment, including Clow-Winter direct connected geared head drives, was furnished by R. R. Howell & Co.

Luverne, Minn.—The E. A. Brown Co.'s elevator was entered by thieves during the night of May 3, who ransacked the office and took nearly everything they could, much of which was of little value, except a quantity of stamps. No attempt was made to open the safe. Entrance was gained by breaking out a window.

Angus, Minn.—Major improvements are being made by the Angus Co-op. Elvtr. Ass'n. The work is being done by Fred Douglas and includes a new 20-ton heavy duty Howe Truck Dump Scale with steel weighbridge, a Winter Pneumatic Truck Dump, steel dump grates and boot tank, all purchased thru Jack Johnson, of R. R. Howell & Co.



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Lexington, Neb.—Albert A. Kjar has started construction of a new office building and warehouse, the office occupying the site of the former one and the warehouse directly adjoining the new elevator now under construction, as previously reported, by the W. H. Cramer Const. Co. A direct-connected Clow-Winter Geared Head Drive has been installed in the new elevator.

NEW ENGLAND

Danvers, Mass.—Fixtures, equipment, and stock of the Ropes Grain Co., Danvers, Mass., consisting of hay, grain, feed, lime, cement, piping, and farm supplies, were sold at public auction by order of John J. McCarthy, trustee in bankruptcy. Included in the sale were office fixtures, automobiles, truck, sleighs, wagons, scales, etc.—L. V. S.

BOSTON LETTER

Boston, Mass.—Charles M. Cox, head of the grain and feed concern of that name, whose chief hobby is painting, received wide praise at the exhibition of canvasses by members of the Business Men's Art Club of Boston, held recently at the Boston Art Club.—L. V. S.

Boston, Mass.—Observing the second anniversary of the founding of Unity Feeds, Inc., of Boston, the entire field organization joined the office staff at a "celebration" party at the local office in the Boston Grain & Flour Exchange. A dinner party followed the "shop talk," at which Harry C. Atwill, president, and Carl J. B. Currie, treasurer, made addresses to the group.—L. V. S.

Argentine feed continues to come to Boston, 800 bags weighing 114,117 lb. having been brot up from Buenos Aires on the steamer Culberson. It is listed as wheat feed flour on the ship's papers but is known in the trade as millfeeds. Malt is another commodity imported freely, 940 bags coming from Hamburg on the Artigas, and 400 bags from Gdynia, Poland, on the steamer Sagaporack.—L. V. S.

Boston, Mass.—Members of the Boston Grain & Flour Exchange were invited to attend a "spring gambol" May 19, at Stowe, Mass. The plan was adopted after an invitation from Charles M. Cox, feeds, had been extended to members to hold a golf tournament there. The com'ite in charge was Paul T. Rothwell, chairman, and Joseph Sennott, Chris O'Leary, Warren S. Chadbourne, Walter A. Hill.—L. V. S.

Frank W. Wise, treas. of the Boston Grain & Flour Exchange, head of the F. W. Wise Co., feed and flour, and who observed his 86th birthday last March, made his annual fishing trip with Mrs. Wise to the head waters of the Tusket River, Nova Scotia, last week. The couple have made these trips every spring for 40 years. They sail from Boston to Yarmouth, N. S., by steamer, then go inland by motor as far as possible, after which they walk to a point where they embark in canoes for a camp site some five miles in virgin country. Camp is pitched and the couple live the rough life of the "great outdoors" for a week while both enjoy fishing for trout.—L. V. S.

New outlets for poultry, horse and cattle feeds for Boston dealers were opened May 23 when the Canadian National Steamships liner Lady Nelson sailed from Boston for Bermuda and several islands in the British West Indies, taking freight south for the first time. The line has operated passenger service to Boston for five years but refused freight, tho there is no freight service from Boston to Bermuda and most of the islands touched by the Canadian boats. Efforts of the Boston Port Authority to induce the line to enter the freight business have been successful and the new arrangement opens new markets to New England firms. The Charles M. Cox Co., with four big plants in New England and about 1,000 dealer-representatives, took advantage of the new service by sending an experimental shipment of Wirthmore poultry mashes on the first sailing, for Bermuda.—L. V. S.

NEW JERSEY

Far Hills, N. J.—The death of Louis V. Ludlow, pres. of the grain, feed and building supply firm of L. V. Ludlow & Co., occurred on May 9, at his home in this city. Mr. Ludlow, who was 62 years of age, was the first mayor of Far Hills, and was active in all local affairs.

NEW YORK

Smithtown, N. Y.—The Seaver Farm Service is installing a one-ton capacity Kelly Duplex Vertical Feed Mixer with motor drive. The new machine has floor level feed.

Fredonia, N. Y.—The death of Lewis J. Colburn, feed mill operator here for many years, occurred recently at his home. Mr. Colburn, who was 82 years of age, retired several years ago on account of failing health.

Porterville, N. Y.—The feed and flour mill of Howard Adams here just celebrated its 100th birthday. Parts of the original structure still remain, altho the mill has been brot up to date. A diesel engine of 70 h.p. furnishes the power.

New York, N. Y.—Election of officers for the New York Produce Exchange will be held June 1. The nominating com'ite has named the following, to be voted on: For pres., John McD. Murray; vice-pres., Robert F. Straub; treas., Clifford D. Merritt. Board of managers nominations (to serve two years) are: Wallace Brindley, George Carmichael, George R. Flach, F. C. Hannon, H. W. Orvis and Charles J. Williams. Nomination for trustee of the gratuity fund for three years is R. W. Morgan, the present incumbent.

BUFFALO LETTER

The Eastern States Milling Co. plans improvements to its feed plant, including a new building, representing an outlay of \$24,000.

The local elevator and manufacturing facilities of the Francis Perot Malting Co., said to be the oldest business concern in the United States, are undergoing improvements.

A grain elevator addition, warehouse and office for the Co-op. G. L. F., Inc., are improvements planned by the company, which when completed will give it storage capacity for 3,000 tons of millfeed and grain storage capacity of about 160,000 bus.

After a long illness, Charles P. Wolverton, well known feed man and vice-pres. of the Maritime Milling Co., Inc., of this city, died at his home here, on May 9, at the age of 68 years. Mr. Wolverton was at one time an officer of the Buffalo Cereal Co., which he helped to organize, later going with the Husted Milling Co., of which he was vice-president, and joining the Maritime Co. in 1920. He was a charter member of the Buffalo Corn Exchange.

NORTH DAKOTA

Olmstead, N. D.—The Cargill Elvtr. Co. is installing Howell Auxiliary Truck Dumps at its stations here and at St. Joe, N. D.

Flaxton, N. D.—A Co-operative farmers union elevator company is being organized here, the elevator to be either at this point or at Woburn. The money is to be furnished by the government, it is reported.

Valley City, N. D.—A 35,000-bu. elevator is under construction here for the Occident Elvtr. Co., together with a feed mill and warehouse. Equipment will include a seed cleaning machine for clover, alfalfa, etc. The Hogenson Const. Co. has the contract.

OHIO

Springfield, O.—The Union National Mills recently added a large Sidney Corn Sheller to their equipment.

Leipsic, O.—C. A. Heigel has completed the installation of a style "B" McMillin Wagon and Truck Dump at his elevator.

Gallipolis, O.—John North is improving the equipment of his elevator by the installation of a one-ton Sidney Kwik-Mix Feed Mixer.

Bryan, O.—The Bryan Farmers Co-Op. Grain & Seed Co. has exchanged its old type of McMillin Wheel Hooks for the latest and a much stronger type.

Highland, O.—C. I. Ringer is replacing his hammer mill with a new model "K" Kelly Duplex Hammer Mill with 40-h.p. direct-connected motor.

Columbus, O.—The Gwinn Milling Co. has applied to the city council for permission to erect eight additional grain tanks, having a total capacity of 500,000 bus.

Ottawa, O.—Village officials have given permission to the Odenweller Milling Co. to erect a loading elevator on the lot now occupied by the B. & O. freight station.



business holding
well—tide still
rising—workers'

purchasing power up—pay-
rolls holding firm—living
costs slightly off—crop out-
look good—a planted acre-
age increase—farm prices
satisfactory. And why not?
This is a great country—
finest in the world—a sturdy
citizenship—largely stand-
ing foursquare against—
mounting wastage—rampant
spendthriftery—ruinous
taxation—and poor econo-
mic housekeeping. This is
why America is moving on.
LOWELL HOIT & CO.

Liberty Center, O.—The Liberty Center Grain & Stock Co.'s elevator was closed the week of May 4 to permit extensive repairs to be made on the elevator. The feed grinding department was kept open.

Akron, O.—The Quaker Oats Co. is having a Clow-Winter percussion type metal and stone separator with a capacity of 6,000 lbs. per hour, manufactured by R. R. Howell & Co., installed in its local plant.

Plain City, O.—B. M. Youmans & Son are making improvements at their elevator consisting of a new elevator, rebuilding of the older structure and equipment improvements, representing a monetary expenditure of about \$6,000.

Oak Harbor, O.—We are rebuilding the interior of our plant here. We will put in five new legs with individual motor drives, a motor-driven attrition mill, and completely motorize our plant. We will also install a new Eureka Recleaner and Crusher ahead of our mill. The Sidney Grain Mch. Co. is furnishing the equipment. Work is now in progress.—Oak Harbor Co-op. Co., per W. S. Bricker, mgr.

Ashville, O.—The Ralston-Purina Co.'s local elevator burned at 4:45 p. m., May 6, the fire starting in the upper part of the building; loss, over \$5,000; insured. The elevator, all of its machinery and about 100 bus. of corn were a total loss. A car of corn which was just being loaded when the fire broke out, was pushed away from the elevator, down the siding, and so was saved. It is thot that the elevator will be rebuilt.

Willard, O.—Harris Buckingham, who has been associated with Willard R. Richards in the Richards Elvtr. Co. for the last 14 years, has bot Mr. Richards' interest and will conduct the business alone hereafter, probably under the name of the Buckingham Coal & Supply Co. This elevator was originally operated as the Aaron Richards Co., later as Richards & Son, and in 1922 was incorporated as the Richards Elvtr. Co.

Columbus Grove, O.—A new feed store, which will be equipped to do custom grinding and mixing, is being erected in the addition to Columbus Grove, known as Grovedale. The new business will be known as the Grovedale Feed Co.

Carey, O.—The Carey Farmers Co-op. Co. has replaced its feed mixer with a new Kelly Duplex Vertical Feed Mixer, of 1½ tons' capacity. The new machine is motor driven, has floor level feed and requires less power than the old machine of smaller capacity.

Jenera, O.—The Jenera Co-op. Ass'n recently acquired the property and business of Ellis Steinman. It consists of a house and lot, cement block factory and building supply warehouse and coal yards. A new building will be erected to house another grinder and mixer to accommodate the increasing volume of feed business. The Ass'n will continue to operate the cement block factory and to handle building supplies.

Arcanum, O.—Robert Floyd, sole owner of the Arco Mills since 1934, has sold his interest to J. N. Arendall, of Covington, O., who has been in the milling business for years. There will be no change in the personnel of the mill or in the name of the elevator. Mr. Floyd sold out on account of ill health. Mr. Arendall and his son, J. Raymond Arendall, bot the Covington Grain & Feed Co. several months ago from the Farmers Exchange, and will now operate both plants.

Postoria, O.—The Northwest Ohio Farmers Grain Dealers Ass'n held a dinner meeting at the Hayes Hotel, this city, recently, which was attended by approximately 100. The guest speaker of the evening was Mr. Metcalf, of Toledo, who spoke on farmers' organizations and their activities. Orville Badertscher, the new president, was in charge of the business meeting, and Joe Kendall, the new sec'y, gave his report. The next meeting of the ass'n will be held in Defiance.

Louisville, O.—A brick and steel building, having 70,000 square feet of floor space, on a 50-acre plot of ground here, has been purchased by the Newsome Feed & Grain Co., whose plant at Pittsburgh, Pa., burned early this month, as reported in the Journals last number. If the government at Washington grants its application to have the new location established as a transit house, the company can start shipping feed to the new plant. Some new cleaning equipment will be installed.

OKLAHOMA

Blackwell, Okla.—The Blackwell Co-op. Elvtr. Co. has installed a 5-bu. Richardson Automatic Scale.

Alva, Okla.—Orville Phiefer, manager of the Alva Co-op. Elvtr. Co.'s elevator, died early this month from a complication of ailments.

Oklahoma City, Okla.—The annual meeting of the Oklahoma Millers Ass'n will be held in this city May 28, at the Oklahoma Club. Election of officers will be held.

Shawnee, Okla.—The W. J. Small Hay & Grain Co., of Neodesha, Kan., has completed its branch alfalfa dehydrating plant here, reported previously in the Journals as under construction.

Kingfisher, Okla.—Glen Johnston, of Enid, will manage the W. B. Johnston Grain Co.'s elevator here soon after the close of school. He is a son of W. B. Johnston, who operates elevators thruout Oklahoma's wheat belt.

Tonkawa, Okla.—Deer Creek Elvtr. Co. is installing a 15-ton Fairbanks Truck Scale with 9x18-foot platform and compound beam.

Enid, Okla.—The Feuquay Grain Co. has leased the Wetmore elevator at Tonkawa, and the Farmers elevator at Billings. Ben Feuquay now operates grain elevators at 12 stations—Enid, Cropper, Billings, Alcorn, Tonkawa, Isabella, Avard, Hopeton, Dacoma, Helena and Ames.

Nash, Okla.—The Nash Equity Exchange has changed its name by leaving off the word "The," making it known simply as Nash Equity Exchange. The company's new reinforced concrete elevator, just completed by the A. F. Roberts Const. Co., has capacity for 65,000 bus.

Oklahoma City, Okla.—Following a long illness, death came to Fritz Straughn, on May 9, aged 73 years. He had been active in the grain business in this city for many years, having been manager of the Choctaw Grain Co. (a Rosenbaum subsidiary) until his retirement five years ago.

Clyde, Okla.—An electric power line has been put thru this point and the elevator being built for the Clyde Co-op. Ass'n (as reported in the Apr. 22 Journals) will now be equipped for electric power instead of a gasoline power unit as originally planned. An Ehrsam Head Drive, a vacuum cleaner and a Bender Worm Gear Truck Dump have been added to the equipment. The Van Ness Const. Co. is building the plant.

Cherokee, Okla.—Under the name of Hamilton Milling Co., Frank Hamilton has under construction a 12x32-foot 13,000 bu. frame, iron-clad grain elevator, and 32x40-foot 200-barrel mill. The elevator will be ready for operation about June 1, the mill some time in September. Equipment in the 3-bin elevator was furnished by the White Star Co., and includes one leg, a McMillin Truck Lift, a White Star geared motor head drive, conveyors, and three GE Motors.

El Reno, Okla.—The Waldo Alfalfa Milling Co. has been incorporated here, with N. B. Waldo, Hayward Wright and L. P. Melone as stockholders, the new company succeeding the N. B. Waldo Feed & Milling Co., which has been operated by Mr. Waldo at El Reno for the past 23 years. Mr. Wright, sec'y-treas. of the new company, has resigned his position as manager of the feed department of the El Reno Mill & Elvtr. Co., where he has been for the past eight years. The alfalfa milling plant has been increased by the addition of a modern dehydrating alfalfa meal plant, just installed. Machinery is operated by electric power, generated by the company's own plant. The dehydrated products will be manufactured for poultry purposes only. The plant employs 25 men.

PACIFIC NORTHWEST

Endicott, Wash.—About 60 feet of the warehouse adjoining the Farmers Union Elvtr. has been torn down to make room for a new elevator of 92,000 bus.' capacity.

Tillamook, Ore.—The Western Condensing Co. has under construction new plants here and at Linden, Wash., for the production of dried whey. The company's Portland plant is now in operation.

Pendleton, Ore.—Igleheart Bros., of Evansville, Ind. (subsidiary of General Foods), have leased the Collins Flour Mills here. The present manager, R. M. Crommelin, will continue in that capacity.

Seattle, Wash.—John Mikkelsen has opened his own grain brokerage office in the Colman Bldg., where he was located previously. He has severed his connection with the Horace P. Chapman organization.

Klamath Falls, Ore.—Fire starting from friction in the belts of a conveyor between the third and fourth floors of Martin Bros. flour mill on May 15, destroyed the conveyor and caused considerable damage before it was put out. Smoke and water also caused damage to grain and flour. Loss covered by insurance.

Craigmont, Ida.—New legs, including Winters full floating boots and high speed cups, are being installed by the Union Warehouse & Merc. Co. The equipment is supplied by R. R. Howell & Co., and the work is being done by W. J. Morrell.

Waterville, Wash.—J. O. Higgins, manager of the Waterville Union Grain Co.'s elevator for several years past, has resigned and taken a position in Seattle.

LaCrosse, Wash.—Charles Benner's feed mill and feed store have been purchased by Ed Andrus, who operates as the LaCrosse Transfer. Improvements to both machinery and building are planned by Mr. Andrus.

Scio, Ore.—The Scio Mill & Elvtr. Co. has under construction a new building, 34x100 feet, which will house the machinery and offices of the feed company, which has been operating in a building on Main St. for the past eight years. Power for the new building will be furnished by a centrifugal pump.

Willada (Lancaster p. o.), Wash.—Construction has started on a 100,000-bu. elevator for the St. John Grain Growers, Inc., here, to be completed on or before July 15. C. H. Eckhart has the contract. This new storage will give the St. John Growers a total capacity of 750,000 bus. at their four stations, St. John, Willada, Sunset and Ewan.

Seattle, Wash.—The Great Northern Railway Co. is having additional grain storage facilities constructed at the Great Northern Dock, for the Washington Co-op. Egg & Poultry Ass'n. Six additional bins, 13x14 feet, 50 feet high, will be erected and the present storage bins enlarged. A sprinkling system and electrical work is included in the contract.

Endicott, Wash.—Extensive improvements are being made in the plant of the Endicott Grain Co. New tank storage is being added, the old distributing system is being remodeled and elevating legs are being modernized with Clow-Winter direct connected geared head drives. Mechanical equipment was furnished by R. R. Howell & Co. and the work is being done by W. J. Morrell.

Spokane, Wash.—Entry of the North Pacific Grain Growers, Inc., into the flour milling industry thru a subsidiary, North Pacific Milling Co., of Spokane, is announced. The incorporators are Charles M. Cook, Spokane, general manager of the regional; V. R. Hyslop, Espanola, Wash., and F. J. Wilmer, Rosalia, Wash. Hyslop and Wilmer are directors of the regional. The milling concern, capitalized at \$50,000 will operate grain elevators, flour mills and grain warehouses for all kinds of farm products.—F. K. H.

Boise, Ida.—The comites appointed some time ago to work out a uniform grain warehouse law for the states of Washington, Oregon and Idaho, as previously reported in the Journals, met in this city recently. Paul Ostroot represented the private trade of Oregon and Charles W. Wright, state grain chief, represented the state; Sam Armstrong, of Seattle, and Ron Kennedy, sec'y of the Pacific Northwest Grain Dealers Ass'n, formed the Washington com'ite, with Walter Robinson representing that state. It is expected to have the law ready to submit to the annual meeting of the Pacific Northwest Grain Dealers Ass'n at Lewiston, Ida., June 12 and 13.

Portland, Ore.—Representatives of 24 northwest milling companies have organized here. They chose George Walker, Portland, chairman and voted to hold biennial sessions to discuss technical problems. The next meeting was tentatively set for Oct. 3, at Tacoma. Mr. Walker stated the group would be known as the Pacific Coast District of the Ass'n of Operative Millers and would be affiliated with the eastern organization soon. Other officers: J. W. Gilmore, Pendleton, Ore., vice-pres.; Don Eber, Portland, sec'y-treas. Members of the executive com'ite: Ray H. Clark, Seattle; W. F. Cornelius, Spokane; H. G. Paulson, Tacoma, and W. B. Littlejohn, Athena, Ore.—F. K. H.

The Pacific Northwest Grain Dealers Ass'n called a series of six meetings at the following points, inviting every manager, agent and independent grain dealer in the state of Washington to attend one of them: Almira, Wash., May 15, noon; Ritzville, Wash., May 15, 6:30 p. m.; Colfax, Wash., May 16, noon; Spokane, Wash., May 16, 6:30 p. m.; Pomeroy, Wash., May 18, noon; Walla Walla, Wash., May 18, 6:30 p. m. The state director of agriculture of Washington attended all six meetings to explain the kind of warehouse operations his department would like to enforce this next crop year, the other principal subjects discussed being the matter of trade practices in general and protein.

MICHIGAN
POULTRY WHEAT
RED, WHITE AND MIXED
MILLING WHEAT
ROSEN RYE
MALTING BARLEY
NATURAL PLUMP OATS
BUCKWHEAT

Ask for Samples and delivered prices

LANSING GRAIN CO., Lansing, Mich.

Creston, Wash.—New motors, scales and conveyors have been installed by the Pacific Coast Elvtr. Co. and other repairs made which will give the company a handling capacity of 200 bus. per hour.

Kittitas, Wash.—The Western Molasses Feed Co. (which was incorporated several months ago) has under construction a new feed mill near here, to be 50x150 feet, of wood construction, to house offices, mill and warehouse. Its capacity will be 40 tons of alfalfa in eight hours.

PENNSYLVANIA

Bristol, Pa.—Penn Salmon is installing a new Kelly Duplex Vertical Feed Mixer in his feed mill here. The new machine will be driven by a 3-h.p. motor.

SOUTH DAKOTA

Ramona, S. D.—The McCabe Bros. elevator burned about the middle of this month; loss, \$7,000.

Keldron, S. D.—The Equity Exchange elevator that burned last February will be rebuilt this summer.

Madison, S. D.—The Farmers Elvtr. Co. is installing a new 7½-h.p. GE Motor, furnished by R. R. Howell & Co.

Aurora, S. D.—The elevator of the Aurora Grain Co. burned on May 14, together with 6,000 bus. of grain, the coal sheds and flour house.

McLaughlin, S. D.—The puffed wheat factory, built and equipped by Alvin Meldinger, John Wolff and Peter Leno, the processing machinery being of their own invention, has been completed and is now in operation.

Waubay, S. D.—John Noeldner, of South Shore, has been appointed manager of the George C. Bagley Elvtr. Co.'s elevator, succeeding Oscar Gilbertson, who has been manager for the past two years.

Claire City, S. D.—George Hjelm will succeed C. E. Satre as manager of the Farmers Grain & Fuel Co.'s elevator on June 1, Mr. Satre having purchased an elevator at Veblen, S. D., as previously reported in the Journals.

Presho, S. D.—A new elevator has just been completed here for the Tri-State Milling Co., of Rapid City. All machinery equipment, including a Howell Electric Overhead Truck Lift, was furnished by R. R. Howell & Co. The L. D. Wait Co. had the contract.

SOUTHEAST

Charleston, W. Va.—The Capital Feed Co.'s warehouse burned during the night of May 8; loss, \$50,000; partly insured.

Bedington, W. Va.—The flour mill here long operated by the late A. J. Lemaster has been purchased by G. K. Angle, who operates a feed and flour mill at Berkeley Springs, this state.

Petersburg, Va.—A petition in voluntary bankruptcy has been filed by Ashton Wherry Gray individually and trading as the Gray Hay & Grain Co., the Gray Seed Co. and the Gray Produce Co. Liabilities are listed at \$7,059 and assets at \$1,950. Secured claims amount to \$64,077.

TENNESSEE

Memphis, Tenn.—Concrete pouring for the foundation of the new 1,500,000-bu. city elevator was started early this month. The elevator is being built as a P.W.A. project.

TEXAS

Temple, Tex.—Wendland Grain Co. has installed a 20-ton Fairbanks Truck Scale with 34-ft. platform.

Graham, Tex.—The Graham Mill & Elvtr. Co. plans the construction of a grain warehouse soon, to be 85x60, constructed of steel, and containing 5,000 square feet.

Fort Worth, Tex.—Pete J. Mullin is returning here June 1, to reopen his office as P. J. Mullin Grain Co. For the last year he has been in the Enid market.

Dallas, Tex.—C. F. Kohl, formerly with Rosenbaum Grain Corp. at Des Moines, Ia., and a familiar figure in the grain trade, is now associated with Pearlstone Mill & Elvtr. Co. as a wheat buyer.

McGregor, Tex.—McGregor Mill & Elvtr. Co. has installed a 20-ton Howe Truck Scale with 34-foot platform. "That platform ought to be long enough to weigh all trucks that come into use in grain hauling for at least five years," thinks Manager E. W. Crouch.

Greenville, Tex.—The new 500,000-bu. storage annex for the International Milling Co. is well under way. All mechanical equipment, including belt conveyors, trippers, silent and roller chain drives, steel legs and garners, is being supplied by R. R. Howell & Co.

WISCONSIN

Argonne, Wis.—Elmer Wise's feed mill together with its contents burned recently.

West Bend, Wis.—Washington J. Klein, manager of the Farmers Elvtr. Co.'s elevator at this point, died recently.

Superior, Wis.—L. R. Dauplais has been appointed a member of the Wisconsin grain commission, succeeding C. J. McRae, by Gov. Philip F. La Follett.—F. G. C.

Janesville, Wis.—The Farley Feed Co. is the new name of the former Green-Farley Co., the change being one of name only. R. R. Farley continues as the sole owner of the concern, which does a wholesale and jobbing business.

Superior, Wis.—Albert S. Craik, prominent in grain circles thruout the Northwest and formerly superintendent of the Duluth-Superior Milling Co., died May 7 at his home here, following a brief illness. He was 77 years of age. He was a recognized authority on grain processing.

Milwaukee, Wis.—One of the largest industrial building projects of the year, \$200,000 addition to the malting plant of D. D. Weschler & Sons, Inc., will be started soon. The addition to the malt house will be 100x130 feet, and the addition to the grain elevators, to cost about \$75,000, will be 50x50 feet and about 100 feet high. Plans for the additions have been prepared by George L. Lehle. With these additions both the storage and malting capacities will be doubled. The plant now has a capacity for storage of 600,000 bus. and for malting 1,250,000 bus. annually. The plans call for completion of the work by Nov. 1. George L. Lehle will have charge of the malt house addition, and Macdonald Engineering Co. has the contract for the storage tanks.—H. A. Plumb.

Processors May Recover Taxes

Judge Murray Hulbert at New York, May 21, held that the addenda to the A.A.A. providing that taxpayers could recover processing taxes only if they could prove that they had not passed on the tax to others, were unconstitutional, as seizing property without due process of law.

The action was instituted by three cigar companies, and the judge declined to dismiss the suit as requested by the government.

Soybean Hailed at Chemurgic Council

The soybean was glorified as a farm crop of the future by speakers at the recent Farm Chemurgic Council meeting at Detroit.

A special session, presided over by D. Howard Doane, president of the American Society of Farm Managers, heard talks by experts in various soybean fields, including one by I. C. Bradley, president of the National Soybean Processors Ass'n, who pictured manufacturing phases of the industry.

W. J. O'Brien, vice president of the Glidden Co. said when one decides to enter processing he must determine what he intends doing with his soybean meal. Utilization of the proteins will in large measure determine the type of process he will use in removing oil from the beans. He said in the plastic industry there is a potential requirement of from five to ten million bushels of soybeans annually. Soybean proteins, he said, are replacing milk casein in industry and being used as paper sizing and coating.

E. D. Funk, Bloomington, Ill., said the soybean "fits well with crop rotation, makes an excellent hay, good for pasture, furnishes good silage, has few diseases and pests, is resistant to the chinch bug, is a heavy seed producer, and valuable for meal and oil."

He warned against over enthusiasm, however, decried the heavy imports of soybean and competing vegetable oils, and said if importations continue to increase, "it seems to me somebody is going to be left sitting on a limb."

Never before did recovery from the bottom of any depression occur as slowly as during the last three years. The principal reason is that the main policies of the New Deal are based upon an economics of scarcity, and as long as, and to whatever extent, they are carried out, they will hinder increased production, construction and employment. The restoration of full prosperity requires the abandonment of policies based upon an economics of scarcity, whether they are New Deal policies, or policies of union labor, or policies of business.—*Railway Age*.

In the writer's opinion, from an international point of view, it is unwise to be bullish solely because the surplus available next August in Southern Hemisphere countries will be small, and because the carry-over of North American wheat will be reduced to about 300,000,000 bus. in all. Until international consumption of wheat increases, it is evident that a continuation of small crops is required to maintain world prices at reasonable levels, whereas present prospects are for larger production in Canada, Argentina, Rumania and Russia.—W.D.S. Sanday of Thomson & McKinnon.

RANDOLPH GRAIN DRIERS

ASK THE MAN WHO HAS ONE

THAT'S ALL

WRITE FOR CATALOGUE

O. W. RANDOLPH COMPANY

3917-21 IMLAY ST., TOLEDO, O., U. S. A.

Trucker and Merchants and Political Meddling Condemned

[Continued from page 412]

trucker to take out all of the wheat he had planned and we sold two carloads of it for movement by rail. When we figured the returns we found that the sale for shipment by rail cost us just 5c a bushel. So long as rail rates remain high we may expect the trucks to gain business."

D. H. McNAMEE, Minco: "If a state law permitted weighing only by licensed weighers, and these weighers were authorized to collect the Oklahoma sales tax, we would have some means for controlling the itinerant truckers who now disregard all taxes rightly collectible in this state."

W. G. WILLIAMS, Enid: "Oklahoma has no regulations to curb the trucker, except the sales tax. I have made it a practice when dealing with truckers to collect their license numbers and other data about them, and reporting them to the proper tax collecting authorities. If the trucker is allowed to run for a little while before the tax collection authorities crack down on him, his accumulated fines and penalties will frequently catch him unable to pay. Then he is out of business."

FRANK O'BANNON, Claremore: "The railroads have gone to seed. They have themselves so wound up in red tape, rules and regulations, that they are unable to protect their own trade."

CECIL MUNN, Enid, offered the following resolution, which was unanimously adopted:

Demand Trucker Regulation

WHEREAS, the State of Oklahoma has built and maintains an excellent system of public highways at great expense to the motorists and taxpayers of the State, and

WHEREAS, the great number of itinerant peddlers of grain, grain products, and other merchandise are permitted to use, and do use, such public highways as a place to conduct their business without compensating payment of taxes for such valuable privilege, and without adequate bonds, regulations, or responsibility, and

WHEREAS, the great loss of life and personal injury, and other conditions warrant and require earnest effort to enforce existing safety and tax laws, and

WHEREAS, the Port of Entry System recently created by the State of Oklahoma has been, and is a constructive influence in the enforcement of such measures, now therefore be it

RESOLVED, that the Grain Dealers Ass'n of Oklahoma hereby recommends and urges prompt enactment of legislation designed to properly and fairly regulate and tax itinerant truck merchants and peddlers, and require them to carry adequate insurance and bonds for the protection of other highway users and persons with whom they do business. Be it further

RESOLVED, that this Ass'n request the strict enforcement of existing highway laws by public officials and endorses and recommends the Port of Entry system, and be it further

RESOLVED, that since the Associated Southwest Country Elevators has launched a program for bringing about corrective legislation to remedy the present unfair encroachment of the trucker-merchant in the business of grain merchandising, that the Grain Dealers Ass'n of Oklahoma commend this movement and hereby pledge its active support to the Associated Southwest Country Elevators in seeking enactment of state regulations governing the operations of itinerant trucker-peddlers. Be it further

RESOLVED, that copies of this resolution be forwarded by the secretary to appropriate public officials and candidates for public office.

Adjourned to Saturday morning.

Banquet and Entertainment

A delightful banquet of steak, with all of the customary side dishes for which conventionites hunger, was served 300 guests in the ball room of the Youngblood hotel on Friday night.

"Tony Boloni," a more popular title than the name of Frank Lorince with which his parents blessed him, was the toastmaster, introducing leading lights at the convention, making them "take a bow."

A floor show followed. Perhaps it should be termed a "girl show" for aside from a single tap dancer it was made up of girls, in

a variety of brief costumes. When the final wild applause for the show had died away the floor was cleared for dancing by the guests, which lasted until midnight.

Saturday Morning Session

PRES. JAMES presided at the third session.

C. J. FRITSCH, Enid, discussed the effects of the Social Security Act on the grain trade, and the increased burden it places on salaries and on accounting departments. His address appears elsewhere in this number.

A ROUND TABLE discussion of wheat crop conditions showed that expected production of wheat in Oklahoma this year ranged from 19,000,000 bus. to 32,000,000 bus., the average of expectations being 24,200,000 bus. A large abandonment of existing acreage is evident. Expected yields per acre ranged from 1½ bus. per acre to 25 bus. per acre, tho only the central Oklahoma territory promised more than 10 bus. per acre. The average of the anticipated yields per acre was 8½ bus., but most of the reports came from the central Oklahoma area.

THE NOMINATING COM'ITE offered the following nominees, all of whom were unanimously elected: E. R. Humphrey, Enid, pres.; E. T. Baxter, Vinita, vice-pres.; C. F. Prouty, Oklahoma City, sec'y-treas. Directors: M. E. Humphrey, Chickasha; W. E. Shepherd, Hobart; Ben Feuquay, Enid; C. T. James, Gage.

Arbitration com'ite: Vern Goltry, Enid; Wm. Hayton, Billings, and Frank Winters, Oklahoma City.

Adjourned *sine die*.

Enid Convention Echoes

Registration was in charge of R. T. Hassman, of the Grain Dealers Mutual Fire Insurance Co., which supplied green pencils and attractive convention badges. He was ably assisted by Betty Connor, and Gertrude Reinkenmeyer, who kept busy selling banquet tickets.

Rain during the morning session on Friday brought smiles to the countenance of every delegate and sprightly cheer to their conversation. Wheat was filling, and rain at filling time can materially help the crop.

Everyone was glad to see Willis B. Johnston at the convention, even if he did have to get around with the help of crutches. Mr. Johnston spent 15 weeks out of the last year in a Kansas City hospital, but has regained most of his vigor and weight.

The Enid Board of Trade provided amusement for the ladies, with free tickets to leading theatres.

Convention pencils were distributed by Smoot Grain Co., Transit Grain & Commission Co., and C. M. Carter Grain Co.

"PARADISE," a night club on the edge of the city, proved a popular rendezvous for those who wished to continue the convention party after dancing at the hotel had ceased. A hungry, nickel-consuming phonograph furnished the music, and taxi drivers waxed fat during the evening.

"DAVEY" DAVIDSON, with his shuffling steps, and his cheerful banjo, attracted an audience wherever he went.

THE ENID Board of Trade supplied all ladies at the banquet with roses, the men with cigars.

J. C. CROUCH invited all present at the banquet to attend the Texas Centennial in Dallas. Just before making the invitation he distributed "gold coins" advertising the Centennial, bearing the name of J. C. Crouch Grain Co.

Attended Oklahoma Meeting

SALINA SENT Dave Lorenz.

FROM TOPEKA, Davey Davidson.

BLACKWELL sent Dave W. Moxon.

HUTCHINSON sent W. C. Fuller.

FROM CARMEN came Mrs. George E. Pletcher.

ALVA sent its grain inspector O. E. Bailey. FROM AMARILLO were J. E. Davis and Harry Kearns.

HOUSTON sent Geo. S. Colby of Houston Public Elevator.

REPRESENTING CHICAGO were J. C. Klecan, and Mrs. E. H. Miller both of James E. Bennett & Co.

WELLINGTON sent R. A. Erbentraut and Price Feuquay, Wolcott-Lincoln, Inc.

THE MACHINERY trade was represented by W. R. Townsend, Fairbanks-Morse Company.

FUEL MEN present were D. C. Bowers, Ernest Ingram and J. E. Mountjoy, all of Oklahoma City.

THE DALLAS representatives were J. C. Crouch, D. S. Donovan, J. E. Pearlstone, and Frank J. White.

FORT WORTH representatives included: A. Galbraith, Leo Potishman, Lee Shorter of Kimbell Milling Co., J. C. Simmons, K. K. Smith, and Gaylord J. Stover of Universal Mills.

FROM KANSAS CITY came: E. A. Cayce of Checkerboard Elevator Co., Oscar Cook, L. A. Laybourn, H. J. Sosland of Moore-Seaver Grain Co., Wm. A. Stevens, Frank M. Stoll, Director of Board of Trade Public Relations Department and Frank Theis of Simonds-Shields-Lonsdale Co.

RAILROADS were represented by A. W. Aylin, Houston, S. E. Golderman, Harry Hammack, R. F. Hughes, Frank Hurst, Walter Maier, J. J. Mulholland, H. F. Ruppel, and J. V. Sessums, all of Oklahoma City.

OKLAHOMA CITY sent: H. L. Curwell of James E. Bennett & Co., Erich P. Frank, D. I. Johnston, R. H. Jordan, Grain Inspector, H. V. Kahle, E. H. Linzee, C. F. Prouty, Secy. Oklahoma Grain Dealers Assn., W. H. Schroeder, Frank Winters, J. L. Yebgler.

FROM WICHITA was E. H. Adair, O. E. Bedell, John Beyer, Beyer Grain Co., I. H. Blood, Clyde Caudill, A. G. Click, H. L. Chowning of Simonds-Shields-Lonsdale, J. R. Harold, John Hayes, of John Hayes Grain Co., Bill Kopp of B. C. Christopher Co., P. M. Morton of Adair-Morton Grain Co., U. L. Shelton, R. W. Smith, W. W. Walis, and J. A. Woodside of Woodside Grain Co.

COUNTRY ELEVATOR OPERATORS: Floyd W. Allison, Chickasha; Fred Atherton, Waukomis; Sid Barnes, Hobart; S. C. Brown, Cherokee; George Burgin, Billings; Ed Burson, Chickasha; Munson M. Church, Jet; E. V. Covey, Renfrow; Charles Cox, Carmen; E. W. Crover, McGregor; C. E. Daniels, Mangum; Oscar Dow, Okarche; Charles Emory, Carmen; J. B. Enterline, Nash; Elmer Estill, Goltry; J. S. Ezell, Kingfisher; H. S. Ferguson, Hopeton; G. Feuquay, Hobart; John C. Fike, El Reno; J. J. Fite, Wichita Falls; W. E. Gilpin, Cashion; E. Harold Goodholm, Stillwater; Frank Gorman, Okarche; Leo Greer, Nash; W. J. Grover, Stillwater;

Frank Hamilton, Cherokee; Gordon Hayton, Billings; Wm. Hayton, Billings; E. J. Horne, Helena; C. J. Hubbard, Frederick; Walter Hunsaker, Avarid; Harry Hunter, Okarche; J. S. Hutchins, Ponca City; George Ingram, Salt Fork; V. H. Ingram, Salt Fork; C. T. James, Gage; Glenn Johnston, Kingfisher; Walter E. Johnston, Pond Creek; T. A. Kroutill, Yukon; Carl Lang, Dacoma; A. R. Lankard, Kingfisher; R. L. Lovely, Ames; J. A. Mathews, Thomas; Fred Martin, Blackwell; J. H. and Parthena McCrady, Yewed; Fred McCrummen, Shattuck; E. B. McNeill, Thomas; E. J. Miller, Perry; D. A. Mock, Cherokee; Charles Mullen, Canton;

C. O. Nickell, Alva; Frank O'Bannon, Claremore; A. J. Orr, Cordell; Wm. J. Parsons, Buffalo; George E. Pletcher, Carmen; R. M. Raulston, Garber; Scott Reay, Canton; F. Ringleman, Geary; Matt Roetker, Selman; Fred H. Sahl, Cropper; F. H. Schlicht, Burlington; A. E. Shawver, Breckenridge; W. E. Shepherd, Hobart; D. E. Spencer, Lamont; C. C. Stokesbury, Alcorn; J. S. Stephenson, Waukomis; John Streich, Goltry; W. A. Teter, Woodward; L. B. Timken, Okeene; E. C. Wegener, Minco; R. M. Whary, Pond Creek; W. O. Wheeler, Weatherford; E. E. Wilson, Hunter; Owen Wimberly, Okeene; A. D. Winsor, Frederick; W. W. Winston, Yukon; Louis Zahn, Sharon.

Privilege trading volume in Chicago wheat futures from Oct. 16, 1935, to Apr. 30, 1936, is stated in Table 21, issued by the Grain Futures Administration. A similar table, 22, gives the data on corn privileges. The statement shows the number of bids and offers sold and the number exercised.

Farm Operators in Illinois are complaining that they can not hire hands, who prefer light work at less pay from the W.P.A. or C.C.C. Leo M. Lyons, executive sec'y of the I.E.R.C., said the farmers' complaints had been recognized as "well founded" and steps are being taken to force relief paupers to accept farm jobs where offered.

A Feast for Rodents

Many grain handlers tolerate what they consider a "few" rats around the premises, fearing to distribute poison that may prove fatal to domestic animals. The few visible on occasion probably represent a hundred unseen; and each rat costs an average of \$1.27 to support.

A few days ago a citizen of Goddell, Ia., was bitten by a rat and died. At Creston, Ia., a blacksmith in the shops of the Burlington Ry. picked up a bunch of waste and was bitten by a rat and was taken to the hospital. Rats are disease carrying pests. Typhus fever is spread



Rodents After a Feast

thruout the country by bites of rats on humans. This fever, or Brill's disease, is transmitted to humans by the bite of a flea from an infected rat.

Now, believe it or not, an ingredient has been found, and approved by the Department of Agriculture, that while deadly to rats and mice, is harmless to humans, domestic animals and poultry. It is sold ready prepared and mixed by the Rat Lunches Co. It does not require mixing by the user, being simply laid out in the small waterproof packages, as shipped, in places frequented by the rodents, who eagerly devour the "lunch" specially prepared for them. This is the rat exterminator par excellence, being simple, safe, clean, economical and, above all, effective.

It costs less to kill them with "Rat Lunches" than it does to keep them.

Speculation Not Gambling

By THOMAS TEMPLE HOYNE in "Economic Focus"

Speculation is not gambling. Often it is far more dangerous, because the possible loss in a speculative transaction is seldom limited at the outset, as in a gambling transaction.

A man who bets a thousand dollars on a horse race, knows when he makes his bet that he cannot lose more than one thousand dollars. But the speculator who buys, even if he determines not to allow himself to suffer a loss of more than one thousand dollars, goes so far as to put in a stop-loss order to limit his loss to that amount, may change his mind and cancel his stop-loss order.

One of the greatest errors concerning speculation in the market is the assertion that buying on margin is gambling, although buying outright is sound speculation or investment.

Buying on margin no more characterizes a transaction in the stock market as gambling than it does anywhere else.

The distinction between gambling and speculation is clear, even if seldom realized. It is this:

In gambling transactions there must be a loss for every gain. No gambling transaction can ever be otherwise. It is for this reason that gambling is uneconomic.

But in speculation the situation is quite different. In speculative transactions, one party may gain and the other party may lose, or both may gain, or both may lose.

Billing After Contract Date

Turner-Hudnut Grain Co., Pekin, Ill., plaintiff, v. Chas. D. Jones Co., Nashville, Tenn., defendant, before Arbitration Com'ite No. 4 of Grain and Feed Dealers National Ass'n, composed of E. W. Crouch, H. Lee Early and Bert Collins.

On Oct. 2, 1935, the Turner-Hudnut Grain Co. sold thru its broker at Nashville, Tenn., Krieg-Williams Co., to the Chas. D. Jones Co., one minimum barge, 250 tons, 28-lb. No. 3 white oats at 34¢ per bushel loaded on cars Memphis. The Krieg-Williams Co. issued confirmation to the Chas. D. Jones Co., copy of which went to the Turner-Hudnut Grain Co., in accordance with above specifications. Krieg-Williams Co.'s confirmation specified "shipment as fast as possible within ten days," "ship this week if possible." The Turner-Hudnut Grain Co. on the same date confirmed same to the Chas. D. Jones Co., its confirmation stating "time for shipment ten days." However, at the bottom of the printed form of Turner-Hudnut Grain Co.'s confirmation, the following was carried:

"When shipment is to be made within a specified number of days, Sundays and legal holidays at point of shipment shall not be included."

The Com'ite holds, however, that this printed

stipulation as to shipment would not be a part of this contract, but that the broker's confirmation would govern. If the above referred to printed paragraph in Turner-Hudnut Grain Co.'s confirmation is eliminated, the broker's confirmation and Turner-Hudnut Grain Co.'s confirmation both clearly specify shipment within ten days.

On Oct. 16, 1935, the Chas. D. Jones Co. wired the Turner-Hudnut Grain Company as follows:

"Having no papers on oats contract, shipment by twelfth, please cancel."

The Turner-Hudnut Grain Co. immediately wired the Chas. D. Jones Co. as follows:

"Your oats billed fourteenth in transit now Memphis."

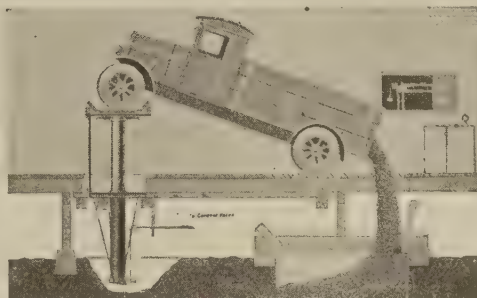
Various wires passed between the two principals, but the net result was that the Chas. D. Jones Co. refused the shipment on account of same not being billed within time specified in the contract.

Your Arbitration Com'ite holds that the trade rules are very specific in stating that the date of the B/L is the best evidence of the date of shipment, and since this B/L was dated after the contract date of shipment had expired, your Com'ite holds that the Chas. D. Jones Co. was within its rights in rejecting the shipment, and that any loss sustained on this shipment would be for the account of the shipper, the Turner-Hudnut Grain Co.

This STRONG-SCOTT Pneumatic Dump is

the ONLY vertical lift dump that can be hung from the scale

1. No interference with correct weighing
2. No concrete foundation
3. Lowest installation cost
4. Strongest and most rigid
5. Safest



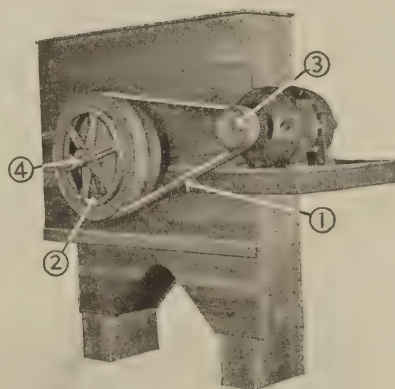
6. Lowest operating cost
7. Most positive in operation and absolutely quiet
8. Self aligning
9. Simplest construction
10. Fewest parts to wear out.

The only way you can put over 95% of the motor's power into the head shaft is to use a

STRONG-SCOTT HEAD DRIVE

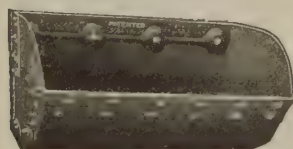
Easy installation—Low original cost

1. Equipped with V-Belt Drive—over 99% efficient.
2. Equipped with automatic Back-Stop.
3. Leg Speed easily changed by changing sheave on motor.
4. Planetary gears running in oil—over 97% efficient.



For your elevator leg

SUPERIOR D. P. CUPS



Why not get the 20% greater capacity of Superior D.P. Cups, plus the longer wearing qualities of our moderately priced STROTTCO Rubber Covered Cup Belt?



Everything for Every Mill, Elevator and Feed Plant

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.



Field Seeds

New York, N. Y.—Wm. Jacot of Jacot & Mullen died recently aged 83 years.

Grand Rapids, Minn.—A seed cleaner has been installed in the Farm Service Store.

Modesto, Cal.—C. R. Peters, mgr., has removed his Spot Cash Seed Store to a new location.

West Bend, Wis.—Washington J. Klein, seedsman, died May 6 after an operation for appendicitis.

An early maturing variety of Korean lespezeza has just been released by the U. S. Department of Agriculture.

Bertha, Minn.—Peter Torgerson has taken over the management of the branch seed and produce store of the Peterson-Biddick Co.

New York, N. Y.—Shipments of clover seed in April were 1,690 bus., compared with 862 bus. in April, 1935. April shipments of timothy seed were 738 bus.

Jacksonville, Fla.—Frank S. Love, representing the Mark Means Co., of Lewiston, Idaho, has removed his headquarters from Memphis, Tenn., to this city.

Badger, Minn.—The Badger flour mill, which has stood idle a number of years, is being repaired by Sjoborg Bros. for the installation of seed cleaning machinery.

Cedar Rapids, Ia.—A 3-story and basement addition of brick and tile costing \$30,000 will be erected by the Hamilton Seed & Coal Co. to double its seed cleaning capacity and to dry hybrid seed corn. Construction is to be completed by July 15.

Rochester, N. Y.—The 28th annual meeting of the Ass'n of Official Seed Analysts of North America, will be held June 16 to 19, with headquarters at the Rochester-Colgate Divinity School. Reservations should be made with M. T. Munn of the New York seed laboratory at Geneva.

Willows, Cal.—The court decided in favor of the Macy Co. in the suit brought by Henry Vogel for \$500 damages because seed purchased as dwarf Essex rape was Chinese mustard. Vogel was allowed \$60, the cost of putting in the seed, which had been purchased from the Lagomarsino Co. of Sacramento, which in turn had purchased in Japan.

Seattle, Wash.—Members are advised to collect sales tax at 2 per cent on sales of seed hereafter in accord with this general rule: "Bulk seed is exempt from retail sales tax, packet seeds are taxable." The application of this general rule will do much to simplify the matter, and to assure fairness to all concerned. Generally, vegetable plants are exempt from retail sales tax, flower plants

are taxable. Note that sales of seeds in packets exceeding 8 oz. requires a bulk seed license. This includes grass seeds. The Ass'n office should be advised of names and addresses of firms violating the law by selling over-sized packets, or other bulk seeds, without prior possession of a license.—Floyd Oles, mgr., Pacific Northwest Seed Ass'n.

New Soybean Varieties

The area of soybeans, a crop which is grown both for grain and fodder purposes, is increasing in Ontario.

Three varieties were distributed by the Ontario Agricultural College for co-operative tests in 1935. In the average of 14 successfully conducted tests, O.A.C. No. 211 produced 27.5; Goldsoy, 26.5, and Ogemaw, 19.3 bus. of grain per acre.

The O.A.C. No. 211 was developed at the Ontario Agricultural College by single plant selection from the Habara variety. This variety, which is medium early in maturing, has yellow, flattened, oval-shaped seeds. An entry from an Ontario exhibitor and a grower of registered seed of this variety won the grand championship for soybeans at the International Grain and Hay Show at Chicago in 1932, 1933 and 1935. The O.A.C. No. 211, in addition to being the best seed yielder which has been tested at the Ontario Agricultural College, is also one of the best yielders of green forage.

The Goldsoy is a new variety developed at the Ontario Agricultural College, and distributed for the first time for co-operative tests in 1935. This variety produces grain somewhat smaller in size than the O.A.C. No. 211, but of the same shape and color. In the average of the last five years' experiments at the Ontario Agricultural College, it averaged three inches less in height and matured two weeks earlier than O.A.C. No. 211.

The Ogemaw is a brown colored bean very early in maturing, but a smaller yielder of both grain and green fodder than O.A.C. No. 211 and Goldsoy. Its color does not lend itself to the manufacture of soybean products. A yellow colored bean is the one in demand particularly for the manufacture of soybean oil. A number of analyses which have been made at the Ontario Agricultural College show that Ontario-grown soybeans have as high an oil content as American-grown soybeans, and are practically equal to these in protein content.

Scab-Infected Wheat

The important diseases of wheat that can be controlled by seed treatment are: stinking smut, or bunt, and loose smut, *Giberella seedling disease (scab)*, and *Helminthosporium seedling disease*.

Stinking Smut—Heavy infections with stinking smut can be detected readily by a dark discoloration of the grain, especially in the brush, and a foul fishy odor. Light infections that cannot be detected readily in the seed may cause considerable loss, so that the appearance of the seed cannot be taken as the sole basis for judging whether the seed should be treated. Where wheat is a minor crop grown in a rotation with other crops, threshed alternately with wheat, there is no great danger of carrying the infection from one farm to another in threshing machines. Therefore, it would seem wise to urge seed treatment only when the grain is known to carry infection.

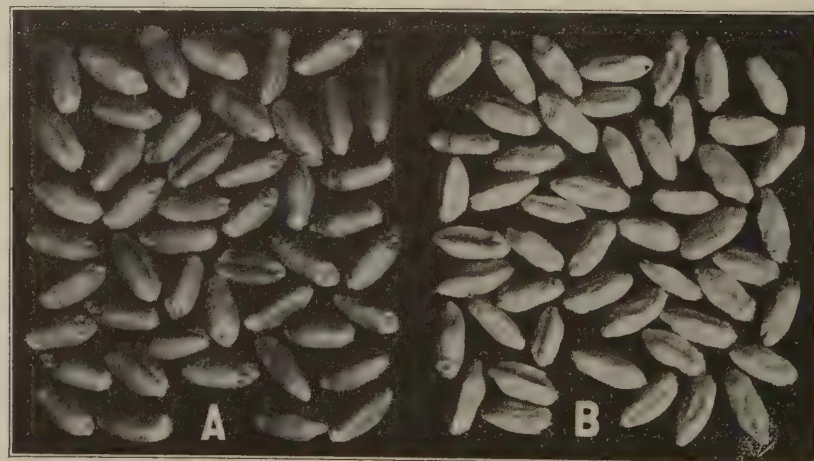
Intensive cropping favors the spread of infection from one farm to another, and here one seldom finds a field entirely free from stinking smut unless the seed has been properly treated. Intensive cropping also favors the spread of other diseases besides stinking smut, some of which are held in check by seed treatment. In this region, therefore, it seems advisable to recommend treating the seed every year. The odds that seed treatment with copper carbonate or New Ceresan will pay for itself, even tho the seed appears clean, are very good.

Scab—Any season when weather conditions are right, scab infection may break out anywhere in the corn belt in severe form on wheat. Infected seed can be detected by a certain amount of bleached kernels. Thoro fanning, followed by treatment with New Ceresan appears to be the most effective means of control. This procedure will prevent seedling blight and weak plants that are caused by scab, but will not prevent a recurrence of head infection, as that is caused by wind-borne spores coming in contact with the heads.

New Improved Ceresan is an ethyl mercury phosphate dust. It is used at the rate of only ½ ounce per bushel, sufficient for disease control, more would likely reduce the yield.

If the grain is to be stored a week or longer before seeding the dose should be reduced to ⅜ or ¼ ounce per bushel. It is best to apply Ceresan with a treating machine such as prescribed for the copper carbonate treatment. The seed may be sown at once, and for best results within a day or two.

Copper Carbonate—For stinking smut of wheat, kernel smut of sorghum, or smut of hull-less oats. To apply copper carbonate properly to wheat, sorghum or oats, for the above diseases, a machine is needed. One



Healthy Wheat Kernels (A) and Scab-Infected Kernels (B) Scabby Kernels Shriveled, Light Weight, Some Showing Some Pink Color.

Directory

Grass and Field Seed Dealers

CRAWFORDSVILLE, IND.

Crabbs, Reynolds, Taylor Co., clover, timothy.

GREEN SPRINGS, OHIO

The O & M Seed Co., seed merchants.

PAULDING, O.

Stoller's Seed House, wholesale field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SIoux CITY, IOWA

Sioux City Seed Co., seed merchants.

made from an oil drum is very satisfactory if the drum is filled one-third full and is revolved thirty or more times. A power cement-mixer is good if the opening can be closed tightly. For large amounts of seed a commercial machine thru which the wheat passes in a steady stream saves time. A number of such machines are on the market. One type employs a mixing drum with a power drive, another is equipped with a series of baffle plates over which the grain and dust flow by gravity. Both types, when properly constructed, give good results.

A good job of mixing cannot be done with a shovel. Altho shovel-treated grain may look to the naked eye as tho well treated, best smut control is not likely to be obtained by this method. The copper carbonate, to be most effective, must be rubbed into the entire seed coat of every kernel.

Use 2 to 3 ounces of 18- to 20-per cent dilute copper carbonate to each bushel of seed, or 2 ounces of the concentrated 50-per cent grade.

Grain treated with copper carbonate can be stored from one year to the next in a dry place without harm. It has been said that insects and mice do not attack treated grain so readily as they do untreated grain. The cost of copper carbonate is 2 to 3 cents a bushel of grain.

When working with copper carbonate, use care not to inhale the dust.—From Circular No. 444 of the University of Illinois, to which we are indebted for the engraving.

Program Pacific States Ass'n

For the 11th annual convention of the Pacific States Seedsmen's Ass'n to be held June 1 and 2 at the Del Monte Hotel, Del Monte, Cal., the following program has been arranged:

Address of welcome, A. C. Hughes, president of the Monterey Trust and Savings Bank.

Response, Lester L. Morse, Ferry-Morse Seed Co.

Rotary roll call, Fred McCrea, McCrea Seed Co.

President's address, C. F. Voorhies.
Report of sec'y-treas., L. S. Haven.

"The Uniform Seed Law in California," Prof. L. M. Jeffers, Chief of Bureau of Field Crops, California State Department of Agriculture.

"The Approved Seed Program in Relation to the Seed Trade," Prof. B. A. Madson, Head of Agronomy Division, College of Agriculture, Davis, Calif.

"History and Production of Vine Seed Growing," L. R. Robinson.

"California Seed Council," John O. Knox.

"Oregon Seed Council," M. Cellars.

"Garden Clubs," Harry Joy, Salinas, Cal.

"Confessions of a Seed Analyst," Betty Ransom Atwater, Los Angeles.

"Field Crops and Problems in the Northwest," Dr. Harry Schoth, Agronomist, U. S. Department of Agriculture.

"Oregon as a Seed Producing State," Howard Jenks, Salem, Ore.

The California members will entertain the visitors at the banquet Monday evening.

A golf tournament has been arranged for Sunday, May 31, on the Del Monte Hotel course.

Ladies will be entertained with a 17-mile drive June 1, luncheon at Pebble Beach; and luncheon Tuesday at Normandie Inn, Carmel.

Trucking Grain in Illinois

By E. E. KOHLWES, ass't traffic commissioner, St. Louis Merchants Exchange, before Illinois Grain Dealers Ass'n at Peoria, Ill.

If the railroads now make a 6½c reduction in the rates from the Iowa territory without making a corresponding reduction in rates from Illinois, I don't think there is any question but what the movement of rail grain will be from western Iowa. If the railroads are successful in recapturing the movement of this Iowa grain from the trucks, the truckers will merely transfer their operations to another territory where they can haul grain in competition with the railroads to better advantage. There is already a heavy movement of grain by truck from Illinois.

To illustrate the extent of the movement of grain by truck in Illinois let me give you the results of a questionnaire which was mailed out by the traffic department of the Merchants' Exchange of St. Louis to approximately 1,000 members of the Illinois Grain Dealers Ass'n, located in the counties in and south of Hancock, McDonough, Fulton, Tazewell, McLean, Ford and Vermilion. A total of 235 answers were received in response to this questionnaire.

A total of 250 country elevators reported a total elevator capacity of 12,228,000 bus.; 212 of these reported a normal yearly business of 46,915,000 bus.

There were 198 country elevators that reported the loss of business to the trucks and only 8 that reported no loss of business to the trucks. Of the 198 elevators that reported a loss of business to the trucks, 13 reported some loss and 10 reported very little or not much. The percentage of grain lost to the trucks by 198 elevators ranges from 1 to 80 per cent. The total bushels of grain lost to the trucks by 180 elevators, was 7,235,482 bus., equivalent to 4,823 carloads, based on 1500 bus. to a car.

The territory from which these elevators draw country grain ranges from 3 to 15 miles, with isolated cases running as high as 100 miles and over.

The percentage of grain that moves direct from the farm to market, mill or feeder by truck is approximately the same as the loss to trucks by the country elevator, ranging from 1 to 80 per cent, but differs materially at many of the country stations. There were 201 country elevators who gave an estimate of the total surplus grain produced in their drawing territory. Just what the actual or estimated surplus production is cannot be determined from these reports with any degree of accuracy because two or more elevators at the same station will report their estimate of the surplus grain produced in their territories which may be in the same district or overlap with the territories served by an elevator at a cross country station. It was estimated that a total of 13,820,156 bus., equivalent to 9,213 cars based on 1500 bus. to the car, moved direct from the farm by truck to market, mill or feeder.

The territory to which this truck grain moves varies. There were 79 instances of grain moving into Missouri, 5 to Wisconsin, 41 to the Ohio River and South, 86 to southern Illinois, 23 to local feeders, 32 to the

river ports for water movement, 10 to the Southwest, 15 to Indiana, 13 to the Missouri River, 43 to mills and 9 reported grain being trucked in. This necessarily includes some duplications as many reports indicate the movement of grain by truck to several of the different territories.

There were only 7 country elevators who favored selling to the trucks as compared with 178 who were opposed to this practice. There were 15 elevators that were opposed to selling to the trucks but found it necessary to meet competition.

Reduction in freight rates believed necessary by the country elevators to retain this traffic to the railroads was estimated as high as 60 per cent, depending upon the intensity of the truck competition.

There were 143 country elevators who expressed the thought that an allowance by the railroads for transportation from the farm to the country elevator would be an aid in returning this traffic to the railroads. The amount of the allowance varied from 1c per bu. to as high as 50 per cent of the freight rates.

If the railroads are going to meet truck competition in the movement of grain they must do it in a comprehensive way and not limit it to any particular territory.

If we are to continue the movement of Illinois corn on a competitive basis with the corn that will move under the proposed truck competitive rail rates from western Iowa to southwestern Missouri and Kansas, it is imperative that there be a relative reduction in the rates from Illinois to this territory. We have been working with the railroads toward that end.

Good Grain Sorghum Varieties

Wheatland milo, a dwarf erect-headed variety developed at the Woodward, Okla., field station and distributed in 1931, continues to be the most productive grain sorghum bred for adaptability to harvesting with the combine, according to Frederick D. Richey, chief of the Bureau of Plant Industry.

Early Kalo, developed in co-operative experiments at the Fort Hays, Kan., station, a kafir-milo hybrid, produces good yields from planting as late as July. It appears to have considerable promise for late planting on farms where other crops have failed to produce a stand or where planting has been unduly delayed by unfavorable weather conditions.

Selections from a hybrid between Spur feterita and Blackhull kafir show high resistance to smut in co-operative tests at the Kansas Agricultural Experiment Station. This suggests the possibility of obtaining a strain of kafir resistant to smut. Strains have been isolated from crosses between darso and white-seeded kafir which are similar to darso except that they have white seed free from the bitter taste accompanying the brown seed color of this variety. Darso is well adapted to certain sections of Oklahoma and adjacent territory.

ED. F. MANGELSDORF & BRO.

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FIELD CORN
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7% O.M. seed & ...
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CRAWFORDSVILLE, IND.

GRAIN

Clover and Timothy Seeds

GET IN TOUCH WITH US

FIELD SEEDS
of every known variety
Best Prices . . .
. . . Unexcelled Service
from our nearest warehouse

SIoux CITY SEED CO.

SIoux CITY, IA.
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NORFOLK, NEB.

SIoux FALLS, S. D.
FAIRMONT, MINN.
ALBERT LEA, MINN.
BILLINGS, MONT.

Grain Carriers

A hearing on pick-up and delivery, I. & S. No. 4191, will be held by the Interstate Commerce Commission, June 16.

Chicago, Ill.—Hearings were completed May 22 by Examiners Mackley and Hall on grain rates from the Northwest and trans-Mississippi territory to C.F.A. destinations.

Cars loaded with grain and grain products during the week ended May 9 totaled 31,173, against 29,915 during the like week of 1935 as reported by the Ass'n of American Railroads.

In No. 12339 rates from Albany, Oswego and other points in New York to specified points in trunk line and New England territory may be made with observing the long and short haul clause, is the report of the I.C.C.

Washington, D. C.—Nearly 100 groups of shippers have filed briefs with the Interstate Commerce Commission opposing the request by the railroad companies for continuance of the emergency freight rates expiring July 1.

No. 27029, Ryon Grain Co. vs. Lehigh Valley, complaint was dismissed by the Interstate Commerce Commission, holding rates on buckwheat not unreasonable from points in New York to Cadillac and Quincy, Mich., and Chicago, Ill.

Chicago, Ill.—Examiner Taylor of the I.C.C. heard the Board of Trade, Minneapolis Traffic Ass'n and the Amarillo Grain Exchange v. the A. & S.; C. & N. W. and C. R. I. & G. on the \$1 charge for installing grain doors. Railroad testimony will be presented May 25 at Kansas City.

San Francisco, Cal.—Hearings have been held at San Francisco and Stockton by the California Railroad Commission on rates for trucking grain. It is hoped by the Commission to have uniform rates in effect by June 1. An investigation also is being made of terminal charges and practices.

Associated Southwest Country Elevators reports a truck and semi-trailer movement of 35,350 lbs., 1,118 miles from Kansas City, Kan., to Fort Sill, Okla., and return requiring 43 hours, including 7 hours loading, unloading and stop-overs, for which the two drivers received \$13 and \$11.50 in wages.

Washington, D. C.—After hearing objections by trucking interests the Interstate Commerce Commission reversed itself May 23 by holding up the free pick-up and delivery tariffs of the rail lines for reconsideration of the whole question at a formal hearing the date for which is to be set.

Shippers Advisory Board meetings will be held as follows: Southwest Board June 9, 1936, Fort Worth, Tex.; Trans-Missouri-Kansas Board, June 17, 1936, Wichita, Kan.; Pacific Northwest Board, June 18-19, 1936, Yakima, Wash.; Central West Board, June 23, 1936, Idaho Falls, Idaho; Pacific Coast Board, June 25-26, 1936, San Francisco, Cal.

During April orders were reported for 3,650 freight cars, which, with an additional 777 ordered since the close of the month, bring the 1936 total to 13,340. This compares with a 1935 twelve-month total of 18,699, which, as stated at the outset, will be surpassed when inquiries for 8,675 cars outstanding on April 30, are converted into orders.—*Railway Age*.

Milwaukee, Wis.—The Pere Marquette Railway has acquired several acres on the river front for additional car ferry slips of modern design. The storage and service tracks necessary for the operation of the car ferry terminal are to be entirely remodeled and relaid, at a great expense, for the prompt handling of

cars on and off the ships, and new docks are to be constructed to make an attractive terminal. All Van Sweringen lines, such as the Chesapeake & Ohio, Erie, Nickel Plate, etc., will co-ordinate their services with the Pere Marquette to provide thru service to all points east direct from Milwaukee via this new car ferry venture.

Average Shrinkage 73.2 Lbs. Per Car

The Grain & Stock Exchange Weighing Department has compiled a statement showing the comparative weights at Milwaukee loading and unloading elevators of cross-town shipments of grain for the year ending April 1st, 1936.

The record includes 1,230 cars handled between local elevators, with an average shortage of 73.2 lbs. per car.

Getting After Truckers in California

The attorney-general's office has given the following opinion: "Persons who buy hay from farmers and sell the same truck load lots direct to owners of dairies or other consumers are selling at retail, irrespective of the quantity sold at any one time. The mere fact that such persons are selling at retail does not, however, exempt them from the licensing provisions of Sections 1261 and 1263, Agricultural Code. If such persons do not operate stores where they keep on hand stocks of hay, they are not retail merchants having a fixed or established place of business and must take out dealers' licenses."

Now anyone outside of a producer who sells hay to a retailer, or anyone who does not maintain a fixed retail store with a regular stock of goods comes under the \$25 crop buyers' license.

It is suggested that names and addresses of every firm or person selling grain or hay to retailers in 1935 to date be sent to C. J. Carey, chief, division of market enforcement, Sacramento, Cal., who is prepared to go as far as the law allows in controlling traveling merchants.

The Export Subsidy on flour to the Philippine Islands has been extended for three months, to Sept. 30, as to shipments. Sales may be made until June 30.

Books Received

CHICK STARTER GROWING MASH is illustrated with experiment station and commercial formulas helpful to feeders and mixers, sent gratis on application to the American Dry Milk Institute, Chicago, Ill. Paper, 19 pages, compiled by C. W. Sievert.

INDUSTRIAL AMERICA, Its Way of Work and Thought, offers the investor and business executive information of immediate and practical value thru its analysis of 12 great industrial corporations, such as General Mills, General Electric Co., General Motors Co., U. S. Steel Corporation, giving an insight into the individual business policies that have kept them sound. B. Arthur Pound. Published by Little, Brown & Co., Boston, Mass. Cloth, 234 pages, illustrated.

CANADIAN TRADE INDEX includes an alphabetical and classified directory of over 9,000 Canadian manufacturers, an export section giving details of Government services, export procedure, selling costs and financing, and an export produce section containing a list of Canadian exporters of agricultural products. The Index has a distribution of 5,000 in Canada and 5,000 abroad and is used by executives, sales departments, purchasing agents and engineering staffs of firms. It is of particular value for firms in other countries desiring to market their produce in Canada and also to importers abroad who may wish to locate Canadian sources of supply for agricultural produce, raw materials and manufactured goods. This 842-page volume is revised annually, substantially bound in cloth and published by the Canadian Manufacturers Ass'n, Toronto, Ont.; price, \$6.

TRADING in Job Lots and Round Lots in wheat and corn futures at Chicago is a multi-graph of 13 pages making public for the first time the figures pertaining to the volume of trading that was done in round lots and job lots in Chicago wheat and corn futures during the years 1933 and 1935. From 9 to 12 per cent of the monthly trading in wheat futures at Chicago during 1935 was in job lots of 1,000 bus. In Chicago corn futures the percentages ranged from 12 to 15. During bull markets of major size with rapid price advances, it appears that the trading in round lots increases much faster than does the trading in job lots. Conversely, when the bull market collapses, and the price breaks sharply, the tendency apparently is for the trading in round lots to fall off much more rapidly than the trading in job lots. By Paul Mehl, senior agricultural economist, Grain Futures Administration, U. S. Department of Agriculture, Washington, D. C.

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Grain & Feed Journals
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Feedstuffs

Des Moines, Ia.—Feed dealers of the state will meet here June 15 to consider truck and chain store competition.

Cincinnati, O.—April receipts of feed were 1,230 tons and of hay 748 tons, compared with feed 480 tons and hay 484 tons in April, 1935.

Minneapolis, Minn.—Maurice Beaubaire, pres. of the Northwest Linseed Meal Co., is a candidate for representative to Congress from the third Minnesota district.

Lansing, Mich.—Bull. No. 6 reporting on the analysis of 831 samples of commercial feeds has just been issued by Jas. F. Thompson, commissioner of the state department of agriculture.

Pacific Coast fisheries will be studied by the Bureau of Fisheries in a vessel for the building and equipment of which the Senate has passed the McNary-Johnson bill for an appropriation.

Portland, Ore.—The directors of the Oregon Feed Dealers Ass'n have chosen Howard Hadley of Hillsboro, pres., E. S. Bingenheimer, Salem, vice-pres.; Roy Adams, Portland, sec'y-treas. Mr. Hadley, Mr. Bingenheimer and Jas. Short of Redmond were elected to the board, which now consists of Willis Small, retiring pres.; Walter Barkus, Leslie Walrad, M. H. Dopplemeier, Al Bashford, H. J. Elliott, C. C. Reuth, A. Cellers, Juel Lensch and James Short.

Washington, D. C.—Production of alfalfa meal during April totaled about 15,270 tons, compared with output of 17,200 tons in March and 16,740 tons in February. Output June thru April, this season, aggregated about 203,400 tons, compared with 172,440 tons for the same period last year and 191,700 tons two years ago. Distillers dried grains production of about 15,500 tons during April was the largest of the season. Shipments for the month totaled about 15,730 tons, as reported by the U. S. Dept. of Agriculture.

Feed dealers day at Puyallup Exp. Sta. will be June 5, starting at 10 a. m. Professors Carver on poultry and Ellington on dairy will be on hand. Program will be largely devoted to a review of late developments in feeding practice. Dr. Kalkus and Messrs. Miller and Hodgson of the Station staff are helping plan the day. Last Feed Dealers Day was heavily attended and proved a great success, and this one seems destined to do as well or better. Try to plan attendance, and bring along salesmen, field men, and any of the firm who could profit by getting the up-to-date low-down on feeds and feeding.—Floyd Oles, mgr., Pacific N. W. Feed Ass'n.

Seattle, Wash.—Jury of Award of American Trade Ass'n Executives, headed by Sec'y of Commerce Daniel C. Roper, has awarded a "Certificate of Recognition" to the Pacific Northwest Feed Ass'n, Inc., "for splendid achievements in the last three years." In view of the hundreds (more accurately, thousands) of organized trade groups in the U. S., this is a high honor. Named as prime accomplishment of this Ass'n and principal reason for the award, is sponsorship of the retail tax exemption of certain farm supplies, notably feeds, seeds and fertilizers. This action established the precedent of regarding farmers as manufacturers, whose supplies purchases are entitled to wholesale classification under the tax law, a precedent which has already been imitated extensively in other states.

New York, N. Y.—April receipts of millfeed were 44 tons and of hay 11 tons, compared with millfeed 136 tons and hay 58 tons in April, 1935. April shipments of millfeed were 164 tons, compared with 5 tons in April, 1935.

Olympia, Wash.—Effective May 2, Walter J. Robinson, director of agriculture, issued the following ruling, as Order No. 164: *Regulation:* Every container in which is sold, offered or exposed for sale, any meal made from entire grains of wheat, rye, barley, oats, corn or other cereal shall be plainly so labeled as to identify the contents of such container, and so also as to identify the manufacturer, importer, distributor, agent, or vendor thereof. Ground feed sold by original producer at retail exempted. *Explanation:* While such meals are not concentrated commercial feeding stuffs within the meaning of the law, and hence are exempt from registration, they become registrable whenever adulterated or mixed one with another, or with any foreign substance. The above regulation is necessary to make possible the fixing of responsibility for any such adulteration or admixture.

Seattle, Wash.—New State-Help Cooperatives Get Bumped. Governor C. D. Martin landed on this new socialistic "noble experiment" with both feet a week or so ago when the matter was presented to him at his office. He heard the Trade Ass'n men, also the Department of Public Welfare men, and then ordered that no further merchandising be carried to the general public, that sales be confined to people on relief, and to commodities produced by relief labor, that bids already called on hundreds of general merchandise items be all rejected, and that the projected Spokane general cooperative store be abandoned. Under the law the Governor has the last word, so this seems to put a definite crimp in this rapidly-spreading scheme to supplant private initiative with Government-financed socialism. So closes the episode. Incidentally, the Commonwealth Federation hits right back by filing Initiative No. 117, to accomplish by initiative what the Governor has thus stopped them from doing by misusing the 1935 relief law. Also incidentally, John Rudd, assistant director of public welfare, has resigned, apparently muffed that his co-operative plan has been so emphatically shelved.—Floyd Oles.

Program of Central Retail Feed Ass'n

An entertaining and instructive convention has been assured the Central Retail Feed Ass'n at Milwaukee, Wis., June 8 and 9.

Speakers at the meeting in the Hotel Schroeder will be J. V. Lauer, pres., of the Milwaukee Grain & Stock Exchange; Douglas Malloch, the poet and humorist; Jas. H. Vint; T. L. Bewick and Miss Grace Rowntree, state 4-H Club leaders; Ben F. Rusy, county agent orator from "Cherryland;" Ray B. Pallett in a 4-H Club demonstration; Dan W. McKercher; Ralph Hayne; R. K. Henry, Wis. State Treasurer, and A. R. McDonald, chairman of the Wisconsin Public Service Commission.

Attendance prizes will include \$100 in cash and many merchandise items.

The Milwaukee Grain & Stock Exchange will furnish music and vaudeville for the banquet and dance Monday evening, June 8, at which ladies will be welcome.

Tuesday afternoon the feed men will visit the Blatz Brewery, and be regaled with refreshments and luncheon.

Poultry Feeds and Feeding

Egg production on May 1 was close to its seasonal peak, according to the Bureau of Agricultural Economics. Average production per 100 hens in farm flocks on that date was 56.5 eggs. This is the highest average production for that date in 12 years.

Chicago, Ill.—The Federal Trade Commission has obtained from C. L. O. Smith Co. an agreement to cease advertising that their cod liver oil product called "Kiel Oil," when fed to poultry, will increase egg production, prevent rickets, lessen mortality, provide greater resistance to disease, and other representations. The respondents also agree to stop advertising that "Kiel-Oil" contains Vitamin E, that it is a pure cod liver oil, and conforms to requirements of the United States Pharmacopoeia.

Chick Mashers

By C. W. STEVERT

In common with other animals, chickens make the most economical use of their feed when they are young. That is the time to start them growing fast by using the combination of nutrients that they need.

Feed that is not of sound quality, that is moldy or that has been overheated will not produce desirable results. Purdue University has shown that musty grain is not fatal to chicks, but that it does not give as good results as sound grain.

Wisconsin Agricultural Experiment Station has shown that cooking or otherwise heating chick feed extensively, seriously reduces the growth rate.

Palatability has to do with feed consumption and the growth of the chick. Unless sufficient feed is eaten the growth of the bird will not be what it should.

Chick starter should be fairly high in protein content. Seventeen to twenty per cent good quality protein is recommended for the first 6 or 8 weeks. After that the protein content may be lowered. This is often done by feeding grain in addition to the mash.

About half of the total protein should be derived from animal sources. Milk, meat, and fish are the usual sources of animal protein. There are several milk products that are used in chick feeding. Dry skim milk is used in greater amounts than any other. Meat scrap should be of the best quality, and the same is true of fish meal. Vacuum dried fish meals are better than the flame dried product.

Feed Prices

The following table shows the closing bid price each week for July futures of standard bran and gray shorts, spot cottonseed meal, soybean oil meal and alfalfa meal in dollars per ton, and No. 2 yellow corn and No. 2 yellow soybeans in cents per bushel.

Minneapolis Spot		Kansas City	
Bran	Midds	Bran	Shorts
Apr. 11.....	17.75	17.75	14.00
Apr. 18.....	18.50	18.50	14.50
Apr. 25.....	18.00	18.00	14.00
May 2.....	17.00	17.00	13.60
May 9.....	16.00	16.50	13.60
May 16.....	15.00	18.00	13.00
May 23.....	14.50	17.50	12.60
St. Louis		Chicago, Soy	
Bran	Shorts	Beans	Meal
Apr. 11.....	15.35	19.00	80
Apr. 18.....	15.00	18.75	85
Apr. 25.....	15.10	18.25	84½
May 2.....	14.75	18.30	84½
May 9.....	15.00	18.00	84½
May 16.....	14.40	18.00	84½
May 23.....	14.25	18.25	84½
Cottonseed Meal		Denver	
Ft. Worth	Memphis	Alfalfa	Corn
Apr. 11.....	24.50	20.00	63
Apr. 18.....	24.75	21.00	65
Apr. 25.....	25.50	22.00	65½
May 2.....	26.50	22.00	65
May 9.....	26.50	21.50	65½
May 16.....	26.50	21.50	66
May 23.....	27.50	21.50	63

Five per cent of dry skim milk is the lowest amount recommended for chick starters. At many experiment stations 10% is recommended, and in some instances 15% of dry skim milk is recommended. We may take it for granted that 5% is the minimum amount that will produce acceptable results. Just what amount is necessary to produce optimum results probably depends somewhat on the quality of the other ingredients of the feed and also on the desires of the poultryman. There need be no fear about using too much dry skim milk so far as results go. It is a perfectly safe material to use. Several years ago Prof. E. M. Funk (Missouri) demonstrated that as much as 60% of dry skim milk could be used in a chick mash and still grow chicks.

The amount of dry skim milk to use in a mash depends on the rate of growth and development desired. The following recommendations of the Iowa Station illustrate this point very well: Iowa State College Extension Bulletin No. 148 (revised April, 1933) says, "The following all mash rations are recommended for starting and growing chicks:

Mash No. 1

50 lbs. yellow corn meal
15 lbs. bran
15 lbs. wheat middlings
15 lbs. dry skim milk*
3 lbs. steamed bone meal
1 lb. fine salt
1 lb. cod liver oil (when chicks are indoors)

Another starting and growing mash which is nearly as satisfactory is

Mash No. 2

50 lbs. yellow corn meal
15 lbs. bran
15 lbs. wheat middlings
10 lbs. dry skim milk*
5 lbs. meat and bone meal
2 lbs. steamed bone meal
1 lb. fine salt
1 lb. cod liver oil (when chicks are indoors)

Another mash which does not give as rapid development as either of the first two is

Mash No. 3

37 lbs. yellow corn meal
25 lbs. ground oats without hulls
(wheat middlings may be substituted)
15 lbs. ground wheat or middlings
10 lbs. bran
5 lbs. meat and bone
5 lbs. dry skim milk*
2 lbs. ground oyster shell or bone meal
1 lb. fine salt
1 lb. cod liver oil (when chicks are indoors)

*Note.—Several different terms are used in the various states to designate dairy products recommended in their formulas. Such designations include dry skim milk as one of the recommended materials. We are showing the proper use of dry skim milk in these formulas.

The dry milk may be omitted if liquid milk can be kept before the chicks at all times. Grain is fed in hoppers with all three of the above starting mashers after the chicks are 8 weeks old." (End of quotation.)

The above examples illustrate the question regarding desirable percentages of milk to use in chick mashers.

Much attention is paid to the amount of calcium as related to the amount of phosphorus in the ration. These two elements are the most important and are present in largest amounts. The calcium-phosphorus ratio should be in the neighborhood of two to one. That means about two parts of calcium to one of phosphorus.

Too small an amount of mineral matter causes poor bone growth since the bird will lack material out of which to make bones. Too large an amount of minerals may cause "slipped tendons," also called "hock disease" and "perosis." The proper amounts seem to be from ½% to 1% of phosphorus and from 1% to 2% of calcium. Note that these amounts are given as the elements calcium and phosphorus, and not as lime and phosphoric acid. For the latter terms different percentages will be necessary.

The other mineral elements should also be present. Iron, iodine, manganese, chlorine, sulphur, sodium, potassium, and magnesium should all be supplied in the right amount. This means

that too much may be harmful as well as too little.

From ½% to 1% of salt will take care of the sodium and chlorine requirements. There are many who favor the smaller amount.

Manganese, sulphur and potassium are usually amply supplied in ordinary grains used in the mash. Magnesium is present in sufficient amount in the grain and grain products. Sources of calcium, such as ground limestone, should be examined for magnesium. Over 2% magnesium is usually considered as being a detriment.

Iodine is present in fish meal and other marine products, and may also be present in the grains and grain products from certain parts of the country. It may be supplied in iodized salt. Most grains from the corn belt are deficient in iodine.

Iron is present in the wheat products, alfalfa, linseed oil, oil meal, and oats. When fair amounts of some of these materials are used the iron requirements are usually met.

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Efficiency of Proteins for Poultry

The relative protein efficiency of the supplements commonly used in poultry rations have been studied by Professors H. S. Wilgus, L. C. Norris and G. F. Heuser of Cornell and reported in the Journal of Agricultural Research, from which the following is excerpted:

The protein of the whitefish meals prepared by vacuum drying surpassed milk proteins. This was surprising in view of the fact that this product is made from the scrap of the cod and haddock fisheries, which consists chiefly of backs and heads. The meals dried by steam under vacuum possessed no advantage over those dried by steam alone, but they were significantly better than the flame-dried ones. This is in accord with the results of Daniel and McCollum, Maynard and his coworkers and Schneider. The variation within the vacuum-dried meals was wide. In more detailed studies of some of these samples, reported elsewhere by the writers, the variation was found to be due largely to differences in the method of manufacture.

The domestic sardine meals from the Pacific coast were of high protein efficiency. This meal is wet-rendered and then dried in indirect flame or special steam driers which do not burn the meal when properly operated. Since the inclusion of the "stick" (water-soluble materials) had been found to improve the value of whitefish meals, a sample of concentrated stick obtained in the production of one of the sardine meals was added back to the meal in the correct proportion with the following results: Protein efficiency of sardine fishmeal—stick, 94; +stick, 89.

This drop in value was contrary to results obtained on whitefish meals, but appeared significant since these figures were averages of two trials. The Asiatic sardine meals proved to be slightly inferior to the domestic product.

The results obtained on menhaden fishmeal showed that the samples studied were in general somewhat inferior to the other kinds of fish-meals. Maynard, Bender, and McCay and Schneider have also noted the inferiority of this product to whitefish meal. Menhaden meal is produced by wet-rendering and is dried generally in direct flame driers, which may cause some charring unless carefully operated. Some producers are now using steam driers. The menhaden meals produced by flame-drying, with two exceptions, were poorer than those produced by steam-drying. One of these better flame-dried meals was a commercial sample which was comparable in appearance and odor to a good steam-dried product. The other was especially prepared for experimental purposes.

A number of these menhaden fishmeals were produced in pairs from comparable raw ingredients by the various methods of drying. The results obtained are as follows: Protein efficiency of menhaden fishmeal, vacuum-dried, 89; flame-dried, 81, 108, and 79; steam-dried, 96 and 88.

The first pair showed a considerable difference in favor of the special vacuum-dried product over the flame-dried one. These data are in accord with those of Maynard and Tunison obtained with the rat on the same samples. The second pair of samples was produced in a commercial plant, but the flame drier was started up especially for this purpose, and a small batch was put through at a relatively low temperature and in a shorter time than usual. The results were materially in favor of flame-drying under these conditions. The third pair of samples was from the same plant and was prepared with both driers in commercial production. In this case the results were in favor of steam-drying and substantiate those of Maynard and his coworkers obtained with the rat, and those of Schneider obtained with the rat and pig. From these results it is evident that good menhaden fishmeal can be produced in the direct flame drier only by careful operation.

The soybean meals studied proved to be of slightly lower value than the menhaden fish-meals. The results indicated that meals produced by the hydraulic process may be as good as expeller meals. The one sample of hydraulic meal that was low had a raw beany flavor, indicating insufficient cooking. The results of Osborne and Mendel showed that soybeans must be cooked thoroughly to obtain the best growth in rats. Robinson, using swine, found that not only the soybean but also the soybean meal must be subjected to sufficient heat if satisfactory growth is to be obtained. Further unpublished work by the writers substantiates these results.

Variable but somewhat inferior results were obtained from meat scrap. These samples originated from both rendering plants and large packing houses and were all dry-rendered in steam-jacketed melters. Kraybill has described the processes usually followed. This study was restricted mainly to the 50 and 55 per cent protein grades, since these represent the bulk of the total production. Despite a wide variation within each grade, there appeared to be a distinct difference in favor of the 55 per cent product. The variations in protein efficiency were not found to be correlated necessarily with the bone-ash content of the scraps. Therefore the inferior protein value of 45 and 50 per cent protein meat scrap cannot be entirely explained on the basis of higher content of bone proteins. The low efficiency found for the 75 per cent protein product is in agreement with the results of Prange, Hauge, and Carrick. These samples were prepared from pork cracklings, which Hcagland and Snider have shown to be a poor source of protein for the growth of rats.

The rendering process apparently causes little variation in the protein efficiency of meat scrap, as is shown by the following samples which were prepared under controlled conditions:

Protein Efficiency of Meat Scrap.

	50 Per cent Protein Grade	50 Per Cent Protein Grade
Regular rendered	78	86
Vacuum rendered	78	81

The two grades were produced by different packers under commercial conditions. Each pair came from comparable raw ingredients, one being rendered in the regular manner and the other with some vacuum. No beneficial effect was noted from the use of vacuum, since in the first pair the temperature used with the vacuum was so low as to greatly increase the time of processing, and in the second pair the temperature and the length of application were about the same as in the regular method. Theoretically there would be no benefits from the use of vacuum unless either the temperature or the time of processing or both were reduced under the usual procedure. This has been substantiated to some extent by results obtained on several pairs of samples from a third company, as follows:

Protein Efficiency of Meat Scrap.

	50 Per cent Protein Grade	50 Per Cent Protein Grade
Regular rendered	67	70
Vacuum rendered	72	71

These meat scraps were prepared from comparable raw material, apparently of lower in-

herent value than those just discussed. The vacuum process was a commercial one in which a high vacuum was used, and the time and temperature of processing were both less than in the regular method. The results were slightly in favor of vacuum-rendering. It is probable, therefore, that the variations in the protein quality of wheat scraps are caused largely by differences in the raw materials used as concluded by Pope.

Whale-meal meal on the whole proved to be of low protein efficiency, although the two high protein samples ranked with 50 per cent meat scrap. No definite information was available as to the method of production of these samples. The two higher grade meals were of South American and South African origin, the other two samples were from the South Georgia Islands.

The low protein efficiency obtained on the samples of soybeans is in agreement with the results of other workers, who found that raw soybeans were an unsatisfactory source of protein for the growth of rats (Osborne and Mendel), pigs (Robison), and chicks (Tomhave and Mumford).

Corn-gluten meal was of low protein efficiency in the basal ration used, but in further work conducted at this station it has been found pos-

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Buttermilk, dried,	Mineral mixtures
semi-solid	Molasses
Calcium, carbonate,	Oyster shell, crushed
phosphate	Peanut meal
Cocconut oil meal	Peat moss
Cod liver oil	Phosphates, rock
Charcoal	Potassium, chlorid
Commercial feeds	Iodine
Corn germ meal	Poultry grits
Cottonseed meal,	Salt
cake	Sardine oil
Feed mixers	Screenings
Feed concentrates	Sesame meal
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Formulas	Tankage
Gluten, feed, meal	Vegetable oil
Hammer mills	Yeast for feeding
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Corn Gluten Feed, Corn Oil Cake Meal,

Brewers' Dried Grains

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sible to supplement corn-gluten meal so as to make it satisfactory.

One sample each of steam-dried blood meal and of vacuum-dried blood flour were included in these studies, but these products rendered the rations so unpalatable that food consumption was barely sufficient for maintenance. Hence, these results are not given. Further work on a practical diet showed that either product could be used to replace meat scrap to the extent of not over 2 per cent of the total mash mixture without materially affecting protein efficiency. Hoagland and Snider, using the rat, and Winter, using swine, have also found dried blood to be of low protein value and unpalatable.

Sufficient evidence has been accumulated to demonstrate the variations in relative protein efficiency among and within the common protein supplements studied, altho the number of samples in some cases was limited. The comparative value of the various classes of protein supplements is in general agreement with the results which Mussehl and Ackerson obtained on single samples of some of those materials, using the growth of chicks as a criterion. The variations encountered could be explained not only by inherent differences in the raw materials but also by differences in the processes of manufacture used in producing the finished products. In order to compensate for these unavoidable variations in practice, rations should be formulated with a sufficient excess of protein to provide a margin of safety.

Dry Milk Institute Meeting

Control of plant operation in production of roller process milk powder was described by Mr. E. Pfeifer of the Ladysmith Milk Producers Co-operative Ass'n, Ladysmith, Wis., at the 11th annual meeting of the American Dry Milk Institute, held Apr. 17 at Chicago, Ill.

The necessity of laboratory control in obtaining quality production was urged at some length by Dr. Arnold Johnson of the National Dairy's Sealtest System Laboratories, Baltimore, Md. Dr. Johnson told of methods used by his company in improving quality and in maintaining the quality when once it has been established. According to Dr. Johnson, it is very easy for production men to get misconceptions concerning the quality of their product unless they are furnished with standards of comparison by which they may judge the value of the dry milk which they are producing.

The business meeting of the Institute re-

ceived and approved the treasurers' report which showed the financial condition of the Institute was in a satisfactory state. Reports of the various standing com'tes were received and approved, and the executive com'te for 1936-37 was elected. The members of this com'te are C. E. Gray, chairman; F. A. Wills, vice-chairman; M. J. Metzger, sec'y-treas.; H. R. Leonard; R. R. Gockley; K. V. Lipscomb; and R. D. Ward.

Delightful Environment for Feed Convention

That beauty spot of the Alleghenies, White Sulphur Springs, West Virginia, has been chosen for the annual meeting June 11 and 12 of the American Feed Manufacturers Ass'n.

The headquarters hotel is in the middle of a park of 7,000 acres of wooded hills equipped with every facility for outdoor sport, enabling those attending the convention to make good use of the afternoons during which there will be no business sessions.

W. L. Daly, of Washington, D. C., sec'y of the American Publishers Conference, will be the principal speaker of the convention. His topic will be "Legislation and Industry."

Dr. J. S. Hughes, professor of chemistry at Kansas State College, Manhattan, will speak on "Vitamin A Requirements in Commercial Feeding."

Dr. H. E. Barnard, director of research for the Farm Chemurgic Council, Dearborn, Mich., has as his subject, "Soybeans and Products—Their Uses in Commercial Feeding."

After each address, a 15-minute period has been allotted for questions and discussions.

C. E. Buchanan, of Topeka, Kan., who is president of the Ass'n of American Feed Control Officials, and J. W. Keller, of Philadelphia, chairman of the uniform feed law com'te for the manufacturers' group, will take the lead in discussion of the uniform feed law.

R. M. Field, executive vice pres., is doing everything possible to facilitate attendance at the meeting. He will furnish a list of all the best motor routes from the principal cities. Possession of a car at the meeting will give an opportunity for many lovely

side trips about the surrounding country.

There are three magnificent golf courses within five minutes' walk of the hotel and members will enjoy the golf tournament in this wonderful setting. The tournament will be held as usual with the qualifying round Thursday afternoon and the prize play Friday afternoon.

There will be the usual ladies' bridge party Friday afternoon, with prizes for those who are lucky. In the matter of recreation and entertainment provided by the hotel and its environment, the ladies have not been neglected.

Future trading in Idaho and round white potatoes for October and January delivery has been resumed by the Chicago Mercantile Exchange.

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A Vitamin (A-B-C-D-E-G) Product to supply the values of milks, Iodine, Iron and Yeast—ready for mixing in your formula. Takes the trouble and grief out of mixing. Ask for "The Living Proof."

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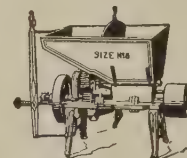
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By Harry M. Lamon & Alfred R. Lee

A book of 247 pages (14 chapters, 23 illustrations), designed to meet the needs of all interested in feeds for poultry. Grains, rations and methods used in every section of the U. S. are discussed.

Part I is devoted to the principles of feeding, explains which elements have been found essential in feeding poultry and tells why certain combinations are made. Every grain or feed-stuff used for poultry is discussed in Part II. Rations for every class of poultry keepers are included in Part III.

An invaluable book which should be in the reference library of every grinder and mixer of feeds for poultry. Shipping weight 1½ lbs. Price \$1.75 plus postage.

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Chicago, Ill.

Convention Headquarters of American Feed Mfrs. Ass'n in Picturesque West Virginia Hills.

Diseased Condition Due to Vitamin A Deficiency

The absence of vitamins from or a serious deficiency in, the rations of animals produces, besides general signs of malnutrition such as failure of growth and emaciation, specific diseases.

Vitamin "A" is called the antiophthalmia vitamin, or "anti-infective" vitamin. It is formed by the animal body from the plant pigment carotene. It is destroyed by prolonged heating and oxidation, and is fat soluble.

Recognized diseases resulting from vitamin A deficiency are keratomalacia (cattle), nutritional roup (chickens), and avitaminosis A (swine).

Symptoms—In cattle: Early functional disturbance, hemeralopia, or night blindness. Extensive keratitis, profuse lachrymation, opacity of lens, corneal ulceration. (If the condition indicated by these symptoms is not corrected in time it may terminate in blindness.)

In chickens: Naso-pharyngeal catarrh, atrophy and degeneration of epithelium of mucous membrane of upper respiratory and upper alimentary tracts marked by whitish exudates in sinuses and eyes with secondary bacterial infections.

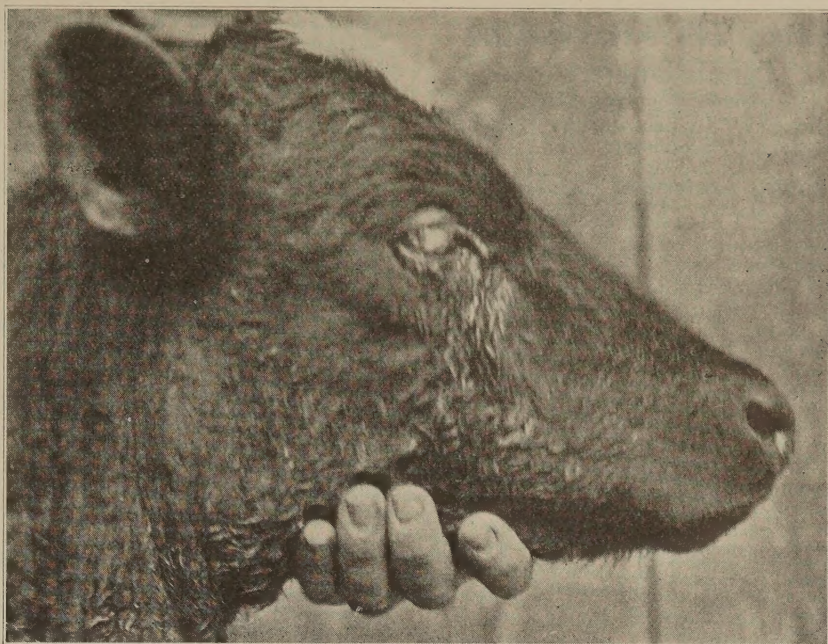
In swine: Posterior paralysis, unthriftiness, muscular incoordination, degeneration of nervous system, spasms.

Other symptoms and lesions ascribed to Avitaminosis A:

1. Keratinization, degeneration, and atrophy of epithelia of respiratory, gastro-intestinal, and genito-urinary tracts.
2. General lowering of resistance to infection because of keratinization of epithelial defenses, observable in sinuses, middle ear, salivary glands, lungs, stomach, cecum, and kidneys.
3. Urolithiasis (calculi in kidney, ureter, or bladder) due to keratinization of secreting epithelium and consequent interference with formation and elimination of urine.
4. Sterility in female due to failure of fertilization. Sterility in male, due to injury to epithelial structures.
5. Anorexia and digestive disturbances due to derangement and inflammation of secreting epithelia.
6. Marked dental changes, especially in enamel formation.
7. Cessation of growth.
8. Edema, in fore quarters; excessive mucous secretion from nose; scouring (observed in calves). Abortion, simulating contagious abortion (observed in cows).

Prevention and treatment—Feed carotene or foods rich in vitamin A or in carotene, such as Vitamin A concentrates, halibut liver oil, cod-liver oil, sardine oil, salmon oil; and animal feeds, green forage, carefully cured hays, particularly alfalfa hay and clover hay, yellow corn, egg yolk, milk, carrots.

In suggesting treatment it is not intended to convey the idea that avitaminoses in animals can always be dramatically cured by supplying the essential vitamins. The addition of any one or all of the vitamins to a ration already containing adequate amounts of them cannot be expected to increase resistance to infection or to combat infection already incurred. Furthermore avitaminoses accompanied by secondary bacterial infections, as well as advanced stages of uncomplicated vitamin deficiency, may respond only slowly or not at all to the indicated nutritional treatment. Symptoms of some infectious diseases frequently simulate avitaminotic symptoms, so that the latter can be diagnosed as such only when the ration upon which the animal is subsisting is obviously or probably deficient in one or more of the vitamins, or when for some reason the



Typical Appearance of Advanced Eye Lesions Caused by Vitamin A Deficiency. (From Hart and Guilbert.)

ability of the animal to utilize vitamins in its food is seriously impaired.

Professor Geo. H. Hart describes the engraving herewith as representing a very advanced case associated with secondary infection, this night blindness being the first symptom of vitamin A deficiency.—Circ. 449, University of Illinois.

May 31 has been set as the final date for receiving emergency crop loan applications in most of the southern and southwestern states, and June 15 in all other states, according to an announcement May 19 from the Farm Credit Administration.

In dry areas where soil conserving crops might not grow farmers will be paid taxpayers' money for summer fallowing, that is, for not using the land at all, not even for grazing. The payment for thus letting the land lie idle will be somewhat less than the average of \$10 per acre for the entire country, diverted from soil depleting crops.

Protest Imports of Agricultural Products

Farmers in four states—Iowa, Kansas, South Dakota and Nebraska—have launched a drive to "return the American market to the American farmer."

Resolutions were adopted at the recent four-state parley in Lincoln, Nebr., under the auspices of the state unit of the Farmers Independence Council demanding immediate relief from the great inflow of foreign products.

"Reports now coming in from the four states," Kurt Grunwald, regional director, announced today, "show the campaign has swung underway in earnest with the number of those favoring a curb on imports rapidly growing."

Sharp resolutions adopted and being circulated criticize the reciprocal trade agreements which have greatly increased the inflow of "livestock, meats, grains, dairy and other products."

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Among your acquaintances there may be a man with selling experience, honest and reliable, who would appreciate a steady, well-paying position.

We have several good territories available. If you know a clean, fair-dealing salesman, one whose every statement can be depended upon, please have him write us. We will appreciate your kindness and you may help someone secure a worth-while position.

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CHICAGO, ILLINOIS

Trucking Evil Attacked by Illinois Dealers

[Continued from page 407]

Cause and Cure," which appears elsewhere. He was warmly applauded.

Friday Morning Session

PRES. POTTER asked Sec'y Culbertson, who had attended sessions of the Southwest Country Elevator Ass'n, to give an account of its efforts to combat the trucks.

W. E. CULBERTSON, sec'y, Delavan: The Ass'n of Southwest Country Elevators is happy thought of two or three fellows. The southwest contains mostly large line elevators that are mill owned, and a few individuals. It was thought by them they could write a code they wanted. Their idea is to use the same organization so that everyone can go along with them. It is a loose federation.

Trucking in Missouri, Nebraska and sections of Kansas got so bad they thought something must be done. They are working every angle possible to combat the truck, lining up the coal, lumber and feed industries.

One trucker who operates 1,500 trailer trucks hauling autos to the Southwest favors regulation. It was the larger trucker who wanted the Kansas port of entry law.

H. A. HILLMER: It would be a mistake to oppose all trucking. Objection is to bootlegging of grain. Many are hauling at a loss.

GEO. E. BOOTH: We have had meetings in Northern Illinois for two or three years to consider the problem.

The trucks are going to have to pay their share of the expense of maintaining the roads. We are not against the trucks, but we want to regulate the operator. We are going to get support of the large truckers to regulate the fly-by-nights.

RALPH ALLEN reported for the auditing com'tee that the sec'y-treas. financial statement was complete and correct. Adopted.

OFFICERS of the past year were unanimously re-elected: Chas. J. Potter, La-Rose, pres.; L. B. Walton, Mayview, 1st vice pres.; W. C. McMichael, Lawrenceville, 2d vice pres.; Fred E. Verry, Arming-ton, treas.

Retiring directors L. J. Colehour, Wenona; V. L. Horton, Tolono; A. C. Koch, Breese, and L. M. Walker, Gilman, were re-elected, Harry Grings of Farmer City taking the place of O. J. Bear. The hold-over directors are I. B. Barrett, Streator; F. C. Dewey, Annawan; N. L. Hubbard, Mt. Pulaski; L. W. Railsback, Weldon, and W. A. Webb, LeRoy.

A. C. KOCH moved that the Ass'n take an active part in co-operation with the Associated Southwest Country Elevators in regulating the trucking industry. Carried.

Resolutions Adopted

The following resolutions were reported by the resolutions com'tee and unanimously adopted:

Grade Oats on Merits

WHEREAS, The grain dealers and producers have suffered losses on account of overemphasis on odors called musty, as distinguished from permanent pungent odors, resulting in the oats grading sample regardless of all other factors.

WHEREAS, a pungent odor is an evidence of heat damage and the matter of heat damage is covered by the rules of inspection forcing all oats to be graded sample in excess of three per cent of heat damage, but other odors may be temporarily and superficially capable of being removed at small cost and do not of themselves indicate any material cause of damage to value; therefore be it

RESOLVED, That all oats should be graded on their merits and bear the notation of objectionable odor where this is in evidence but in no case to be graded sample unless there is a permanent pungent odor due to the presence of heat damage in excess of three per cent.

For New Sampling and Grading on Appeal

WHEREAS, In practice in the calling of a federal appeal from the original inspection the original sample is reviewed by the federal inspector with foreknowledge of the original grade, we declare this practice is unfair and tends to confirm errors in the original inspection,

WE URGE that this practice be modified in all cases of appeal. A new sample should be secured and the grain be graded according to the factors present, without the comparison with the original findings.

For Regulation of Itinerant Truck Merchants

WHEREAS, The State of Illinois has built and is maintaining a state paved road system at an aggregate capital expense in excess of 380 millions of dollars, and

WHEREAS, There remain outstanding in unpaid obligations for the construction of such system 137 millions of dollars, and

WHEREAS, such road system was primarily built for automobile and farm-to-market use but is being virtually monopolized by excessively large commercial vehicles using such roads as a facility upon which to conduct long haul transportation services for private and individual gain, for which purpose such roads were never intended, and to the serious inconvenience, detriment and danger of automobile users, and

WHEREAS, great hordes of itinerant hawkers and peddlers of grain, coal, produce and other merchandise are indiscriminately permitted to conduct their business by the use of trucks on such roads, avoiding long established marketing and distribution, selling their wares to innocent purchasers without inspection, bond, regulation, taxation or responsibility, thus perpetrating frauds, unduly depressing market prices and unfairly competing with established and responsible business institutions which are taxpayers and permanent members of and are essential to their respective local communities, and

WHEREAS, foreign commercial vehicles are permitted to operate at will over the expensive highway facilities of this state, disrupting business conditions, and unduly damaging roads and bridges without the payment of any tax whatsoever to the State of Illinois, and

WHEREAS, the great volume of unnecessary commercial highway use results in unnecessary and material contribution to the gruesome toll of death and injury on the public highways, therefore, be it

RESOLVED, that the Illinois Grain Dealers Ass'n hereby recommends and urges the prompt enactment of appropriate legislation to regulate and fairly tax all classes of commercial highway use within the State of Illinois, including the operations of itinerant truck merchants; the enactment of proper legislation by the Congress to regulate and license the operations of such truck peddlers engaging in interstate commerce; the exaction of Illinois license fees and taxes from nonresident commercial highway users; the strict enforcement of existing motor vehicle laws; and the enactment of legislation designed to eliminate or reduce unnecessary and uneconomic motor vehicle transportation.

Peoria Notes

REGISTRATION of the visitors was conducted by the Grain Dealers Fire Ins. Co., represented by J. T. Peterson of Decatur and J. P. Stevens of Maywood, Ill., assisted by Louis W. Patzer of Sec'y Culbertson's office. Attractive identification badges were supplied by the insurance company.

The spirit of optimism which prevailed throughout the convention gave assurance of better business for all grain dealers.

The Allied Mills and Allied Seed Co. welcomed visitors to parlors on the seventh floor where refreshments and cigars were served.

Larry Larimore, the Cleveland Grain Co.'s popular solicitor from its Indianapolis office, called every shipper by his first name, but kept all his new jokes in a bag.

EXHIBITS included a model scale beam by Sowa Bros., and a Tag-Heppenstall Electric Moisture Meter.

SOUVENIRS were a lead pencil by the Cleveland Grain Co., and a leather paper weight by the Alton Millers Mutual Ins. Co.

Most of the visitors availed themselves of the opportunity to make an inspection of the Colonial and the Hiram Walker Distilleries after adjournment of the meeting.

F. S. Lewis & Co. distributed an informative market letter.

W. A. Stevens came all the way from Kansas City.

Hayne H. Armstrong of Decatur was the lone dealer in fuel.

Fred K. Sale, sec'y, Indianapolis, represented the Indiana Grain Dealers Ass'n.

ELEVATOR BUILDERS were represented by Harry Quick and Geo. Saathoff.

Chicago Board of Trade officials: Fred H. Clutton, sec'y, and Jos. Schmitz, chief weighmaster.

St. Louis Merchants Exchange was represented by Sec'y W. J. Krings, Weighmaster R. R. DeArmond, E. E. Koplene and E. E. Kohlwe.

INSURANCE men included V. R. Johnson, Chicago, of the Millers National Ins. Co.; J. J. Draste and W. E. Meek, Alton, of the Millers Mutual Fire Ins. Co.

SCALE MEN included N. C. Webster, Chicago, of the Richardson Scale Co.; Geo. J. Betzelberger, Delavan, of Fairbanks, Morse & Co.; F. G. Holmes, Peoria, of the Howe Scale Co.

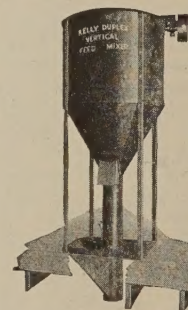
SEED HANDLERS included Harold L. Gray and Paul Warren of Crabbs, Reynolds, Taylor Co., Crawfordville, Ind.; L. E. Greenwood of W. C. Babcock Grain Co., Rensselaer, Ind., and F. H. Weeks and Fred W. Camper of Allied Seed Co., Peoria.

C. W. Stafford of St. Louis demonstrated the Tag Moisture Meter.

THE LADIES included Mesdames H. A. Hillmer, Freeport; O. J. Bader, Princeton; Mrs. Beardsley, St. Louis; Mrs. Verne W. Burtis, Waynesville; Mrs. R. R. De Ar-

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GRAIN & FEED JOURNALS Consolidated

mond, Mrs. J. M. Fuller, and Mrs. L. F. Schultz, St. Louis, and Mrs. Chas. Reese, Bradford, Ill.

In Attendance

Leo White, rep. the Allied Mills, Peoria.
From Indiana: Wm. F. Hagen, Chalmers.
C. R. Phillips of Champaign represented the Cleveland Grain Co.

Indianapolis sent E. K. Shepperd of the Cleveland Grain Co.; Lew Hill and O. P. Larimore.

Streator's representatives were Howard A. Stotler and Wilbur Payne.

From Bloomington: R. C. Baldwin, J. W. McNoldie and Herbert L. Moore.

From Springfield came A. O. Halberg, Edward P. Palmer, Allan Moore, I. D. and R. Sinaiko, and R. J. Wallace.

Decatur's group comprised C. P. Cline, H. H. Corman, H. W. Glessner, J. C. Hight, H. J. Kapp, E. F. Kull, C. A. Knierdim and M. E. Narramore.

The St. Louis market was represented by F. H. Barkley, A. R. Beardsley, N. L. Boudreau, Jas. A. Connor, Arthur Davis, J. M. Fuller, A. L. Hoffman, P. C. Knowlton, G. E. Parrott, L. F. Schultz, O. H. Schwartz, Frank J. Sommer, Chris W. Stafford, and C. A. Wilson.

Jas. E. Bennett & Co., of Chicago, were well represented by C. D. Olsen, Chicago; office managers, Homer Barlow, Peoria; R. W. Lawler, Galesburg; John Armstrong, Kewanee; Sam Mattingly, Springfield; Tap Decker, Kankakee; Mike Lavelle, Streator; Tom Craig, Decatur; John Freeman, Illinois traveling representative; T. J. Lawler, Peoria; L. K. Hill, Bloomington, who entertained friends of the firm and passed out cigars.

Chicago representatives included J. H. Summers, Chicago; L. K. Luke and Ross Livergood, Peoria, representing E. W. Bailey & Co.; W. H. De Bolt, Springfield; C. R. Dehner, Lincoln; A. H. Ellis, Bloomington; Jack Plotnicky, Monticello; B. W. Snow, Chicago; D. T. Thompson, Dixon; A. R. Tunks, Chicago, and E. W. Sands Peoria, representing Bartlett Frazier Co.; Virgil A. Wiese, Champaign and Lowell Holt, representing Lowell Holt & Co.; Geo. E. Booth, Chicago; R. O. Cromwell, Chicago; R. E. Disbrow, Peoria; T. J. Dolan, Chicago; A. G. Hoelzen, Peoria; J. L. Meara, Bloomington; Wm. Tucker, Chicago, rep. Lamson Bros. & Co.; E. J. Feehery, Chicago, R. C. Kraft, Mendota, rep. Stratton Grain Co.; O. J. Bader; Jack Brennan; Robt. Bogges; Gordon Hannah; E. L. Billings, Princeton; H. C. Goebel, Jacksonville; E. H. Granneman, Pontiac; Phil Grotevant; Eugene E. Havey; P. H. King; A. L. Lewis of Quaker Oats Co.; Arthur J. Pollak; Jas. P. Ryan; Phil Sayles of Carrill Grain Co.; H. R. Sawyer of J. H. Dole & Co.; A. R. Schroeder; O. J. Torri; M. L. Vehon, D. F. Gerdum of Bartlett Frazier; John B. Lyons, Easton, Ill., rep. Continental Grain Co.

Illinois Country Elevator operators present: Ralph B. Allen, Allerton; Charles V. Arnold, Hillview; Elvin Atherton, Lovington; Roy Atherton, Walnut; W. F. Bader, Vermont; Lynn L. Banta, Low Point; Logan Barber, Elkhart; O. W. Baujan, Beardstown; W. C. Bishop, Delavan; Henry Blessman, Gridley; Wilbur H. Boies, Gridley; M. Boughton, Chenoa; A. W. Brown, Rockford; Meddie Buck, Cropsey; C. E. Campbell, Chipp; Ben H. Carius, Fremont; Lee Carlock, Shirley; Harry F. Chick, Vermont; J. Cleary, Rutland; Louis J. Colehower, Wenona; O. A. Collins, Tuscola; E. Craig, Jr., Cadwell; Fred F. Current, Siddell.

Roy Danner, Astoria; W. A. Davenport, Jacksonville; Hugh Delaney Colfax; Russell Delaney, Wapella; Chas. B. and V. Dewey, Henry; F. C. Dewey, Annawan; H. M. Dewey, Camp Grove; Wm. T. Edliff, Mackinaw; R. W. Erdman, Williamsville; M. and Ray Ewing, Malden; J. C. Fielding, Ogden; C. L. Fitzgerald, Cropsey; N. J. Flesner, Rantoul.

A. F. Gilchrist, New Philadelphia; J. A. Gilles, Pesotum; Thomas Grady, Farmer City; Edward J. Grandgeorge, Burgess Junct.; F. A. Grimes, Sterling; H. C. Gring, Farmer City; Everett E. Hamman, LeRoy; T. E. Hamman, Arcola; J. A. Havey, Elkhart; J. A. Harrison, Pontiac; W. H. Herrman, Shabbona; Mr. Hieronymus, Winchester; Glenn E. Hill, Mansfield; H. A. Hillmer, Freeport; R. Hippen, Forrest; M. J. Hogan, Seneca; J. T. Holmes, Lewiston; Frank J. Holub, Pana; James D. Hooper, Symerton; M. B. Hyde, Champaign.

K. L. Kaerliche, Brocton; Charles P. Kennell, Camp Grove; W. A. Kinnett, Alexander; Clark C. King, Pittsfield; A. C. Koch, Breese; Max Larrick, Decatur; Eugene H. LeGrand, Decatur; C. Linder, Arcola; C. R. Louie, New Berlin; W. W. Luhing, Weston; Fred Lyons, Havana; Wm. D. Lyons, LaSalle; Chester Maddox, Siddell; Leslie Markwalder, Cissna Park; Glenn D. Marshall, Stronghurst; W. E. Martens, Bloomington; R. A. McClelland, Dwight; S. F. McClintick, Philadelphia; E. C. McClary, Dayton; O. H. McDaniel, Radford; Ray McGrath, Warrensburg; W. McGuire, Maroa; John McLuckie, Lostant; W. C. McMichael, Lawrenceville; W. D. Mundorf, Wedron; W. E. Munson, Savoy; C. O. Merkle, Roseville;

Thomas Ogden, Champaign; John Osterbur,

Ridgeville; J. W. Overacker, Clifton; N. R. Peine, Minier; Lawrence Pittman, Hammond; H. H. Potter, Galesburg; I. C. Pratt, Roseville; S. A. Price, Brocton; C. C. Rager, Latham; L. W. and Richard Railsback, Weldon; A. C. Rapp, Steward; L. G. Redshaw, Dana; Charles Reese, Bradford; H. C. Ringle, Cambridge; O. B. Robbins, Dwight; H. B. Rowe, Kenney; S. H. Ruvenacht, Gridley; J. F. Ryan, Speer; A. P. Schantz, Lexington; J. A. Simpson, Minonk; C. G. Sparks, Mackinaw; W. H. Springer, Stanford; E. E. Stisser, Stark; Ben Stubblefield, McLean; W. F. Siemons, Del Rey; P. F. Tabor, Sullivan.

P. F. Ternus, Bradford; Edgar S. Thomas, Cropsey; Carl Thorell, Ferris; Vernon Thorell, Adrian; L. A. Tripp, Assumption; Fred E. Verrey, Armington; L. M. Walker, Gilman; J. F. Wallace, Forrest; L. B. Walton, Mayview; W. A. Webb, LeRoy; Mr. Wheeler, Onarga; M. H. Wilcox, Morris; B. S. Williams, Sheffield; John J. Williams, Colfax; Ben Witzig, Goodfield; R. F. Wrenn, Roanoke.

The Social Security Act

[From an Address by C. J. Fritsch of Enid before Oklahoma Grain Dealers Ass'n.]

In the good old days the accountants problems were simpler than they are at the present time. Before the turn of the 19th century the accountant kept his records for the information of the employer and possibly for the information of those furnishing funds with which to do business. If the accountant could satisfy his board of directors or his employer, his job was done; however, in recent years we have added to our problem a silent partner who insists upon his share in several different ways and is not content with anything other than a very accurate record. We can all remember when the average small business or individual was content with rather a sketchy system of bookkeeping, many being satisfied if they were able to pay their bills and wind up the year with a little more money in the bank than they had to start with. Today our silent partner is not satisfied with this method of keeping books but wants to know exactly what you have done. Some of the new laws are reaching down to where in the course of time it is possible that we will become a nation of bookkeepers and the old free and easy method will be a thing of the past.

I wish to call your attention to the Social Security bill, a portion of which took effect Jan. 1, 1936, and another portion will be effective Jan. 1, 1937; however, the Social Security board has not yet put out its official regulations and rules governing the application of this law.

The Social Security Bill does three separate and distinct things. The first is a group of grants-in-aid of Federal funds to the several states for various purposes. Among the purposes for which Federal funds are granted to the several states are the state old age pensions, the expenses of administering unemployment compensation, aid to dependent children, aid in maternal and child welfare, aid for crippled children, vocational rehabilitation, and general public health, the work including aid to the blind.

All of these grants to the states have strings to them. Money for state old age pensions is available only as long as the state old age pension plans and administration thereof meet the Federal Government requirements, in the opinion of the Social Security Board.

As to maternal and child health service, crippled children and child welfare service, the state plans must be approved by the Children's Bureau in the Department of Labor. To obtain the Public Health money, plans must be approved by the Surgeon General. Aid for the blind is granted only if the plans are approved by the Social Security Board. Most of these appropriations are on a matching basis. That is to say, the grant for old age pensions is fifty-fifty with state appropriations. With reference to dependent children, the state must contribute two parts to the one part by the Federal Government.

The second division of the Social Security Act is the Federal Old Age Benefit. This has nothing to do with the participation by the Federal Government in state needy old age pension plans. It is entirely a different and distinct thing. There is created in the Treasury of the United States an account known as the Old Age Reserve Account, and there is appropriated for each year beginning June 30, 1935, "an amount sufficient as an annual premium to provide for the payments required under this title, such amount to be determined on a reserve basis, in accordance with accepted actuarial principles."

Beginning with 1942, every qualified individual is entitled to an old age benefit. The qualification is that he be 65 years old; that he has earned between Dec. 31, 1936, and Jan. 1, 1942, not less than \$2,000 at least one day of which earnings must have been in each of five years prior thereto. The minimum pension is \$10.00 per month, the maximum \$85.00. The recipient of a pension cannot continue to be regularly employed and forfeits his pension for each month regularly employed after age 65. If an individual never becomes qualified, he is never-

theless entitled to receive at age 65, 3½% of the total wages earned after Dec. 31, 1936, and prior to age 65.

Two kinds of taxes are levied under Title VIII, first an income tax on employees, with the exceptions above mentioned, which is in addition to all other income taxes and, beginning at 1% of their wages in 1937, goes up ½% each three years until, after Dec. 31, 1948, the rate is 3%. This tax is to be collected by the employer by deducting the sum from the wages as and when paid, and the employer is made liable for the payment of the tax.

The other tax is an excise tax levied upon all employers, with the exceptions above mentioned, for the privilege of having employees in his employ. This tax likewise begins at 1% of the wages in 1937 and progresses in the same fashion to 3% after Dec. 31, 1948. The taxes are to be paid to the Bureau of Internal Revenue as internal collections under the directions of the Secretary of the Treasury. If not paid when due, they bear interest at the rate of 6% per year. The taxes are to be collected and paid in such manner and at such times and under such conditions either by filing returns, by stamps, coupons, tickets, books or other reasonable devices as may be prescribed by the Commissioner of Internal Revenue.

The third thing done under the Social Security Act is to levy an additional excise tax upon all employers of eight or more. This is under Title IX of the Act. The employers exempted are the same employers as those exempted under the Federal Old Age Benefit, but there is not the \$3,000 limitation. The tax is designated as an excise tax for the privilege of having individuals in his employ. This tax begins Jan. 1, 1936, and starts at 1%, goes to 2% the next year, and is at 3% in the third year.

In other words, the employer of eight or more cannot escape the tax. He pays either 3% of his payroll to the Federal Government, or he pays 3% to the State Government, and 3% to the Federal Government. These payments to state governments are not deductible unless the unemployment insurance laws of the state have been certified by the Social Security Board. The Social Security Board may not certify any state unemployment insurance law as satisfactory unless such state law provides for public administration; provides for an appeal in case of disallowance; provides that all state funds so collected shall be deposited in the Treasury of the United States in the Unemployment Trust Fund. This tax is estimated to amount, by 1950, to \$906,000,000.00 per year.

To sum it up every employer of one or more employees is affected by the so-called Federal Old Age annuity plan and will be expected to collect from his employees and add to it an equal amount to be remitted to the Government. Under the Unemployment Compensation Section every employer who on each of 20 days of 20 different weeks of the taxable year employs 8 or more persons some portion of the day, with exceptions as given before, shall pay a tax equal to the following percentage of the total wages paid by him: 1% for 1936; 2% for 1937; 3% for 1938; 3% each year thereafter.

When this law reaches its maximum effectiveness it will mean that the Government is collecting 6.3% of your payroll from the employer and 3% of each employees wage check.

Under this law it is going to be necessary for everyone affected to keep more accurate permanent personnel and payroll records than they have been keeping in the past.

The Millers National Federation will hold its annual convention June 9 and 10 at the Edgewater Beach Hotel, Chicago.

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